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# HASE I - FLIGHT TEST RESULTS

## VOLUME III



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## **FOREWORD**

**For the convenience of the reader, this report is divided into three volumes - Volumes I, II and III.**

**Volume I contains Sections 1.0 through 6.2.**

**Volume II contains Sections 6.3 through 11.0.**

**Volume III contains Section 12.0, which consists of parameter illustrations only.**

**Volume I includes a complete Table of Contents for all three Volumes. A partial Table of Contents is included in the other Volumes.**

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A-161	Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 12,000$ Feet, $V_{iTrim} \approx 130$ Knots, G.W. $\approx 10,020$ Pounds, C.G. Position F.S. 238.8, Configuration: P A	617
A-162	Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 12,000$ Feet, $V_{iTrim} \approx 130$ Knots, G.W. $\approx 10,020$ Pounds, C.G. Position F.S. 238.8, Configuration: P A	618
A-163	Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 12,000$ , $V_{iTrim} \approx 130$ Knots, G.W. $\approx 10,020$ Pounds, C.G. Position F.S. 238.8, Configuration: P A	619
A-164	Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 13,500$ Feet, $V_{iTrim} \approx 130$ Knots, G.W. $\approx 9800$ Pounds, C.G. Position F.S. 238.7, Configuration: L	620
A-165	Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 13,000$ Feet, $V_{iTrim} \approx 130$ Knots, G.W. $\approx 9800$ Pounds, C.G. Position F.S. 238.7, Configuration: L	621
A-166	Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F, $H_i \approx 13,000$ Feet, $V_{iTrim} \approx 130$ Knots, G.W. $\approx 9800$ Pounds, C.G. Position F.S. 238.7, Configuration: L	622

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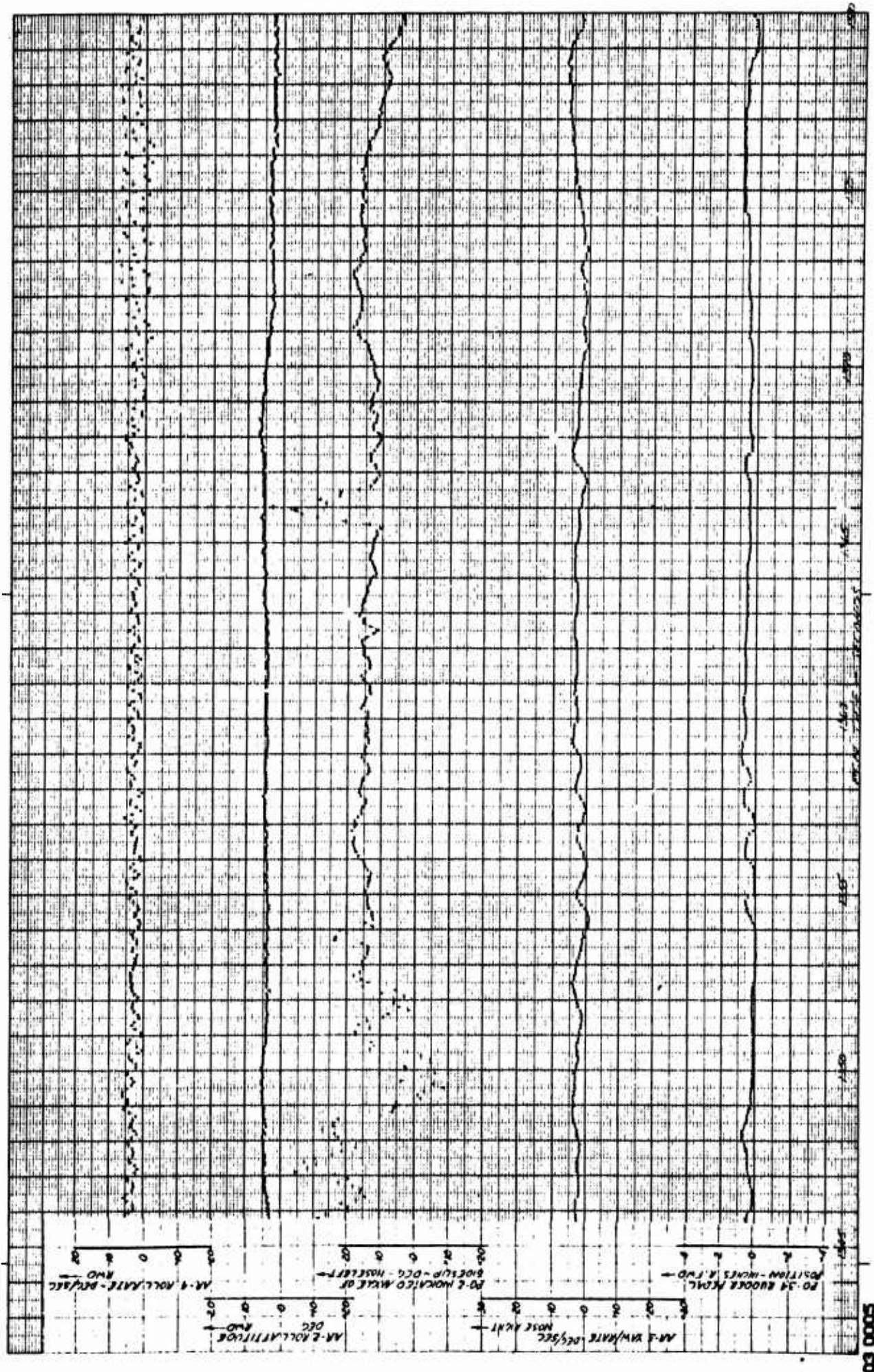


Figure A-1 Steady-State Sideslips, A/C No. 62-4506, Test 23.0F, 15 Feet Above Runway,  $V_i \approx 10$  Knots,  $\beta_{\text{Indicated}} \approx -7.0^\circ$  Sheet 1 of 2



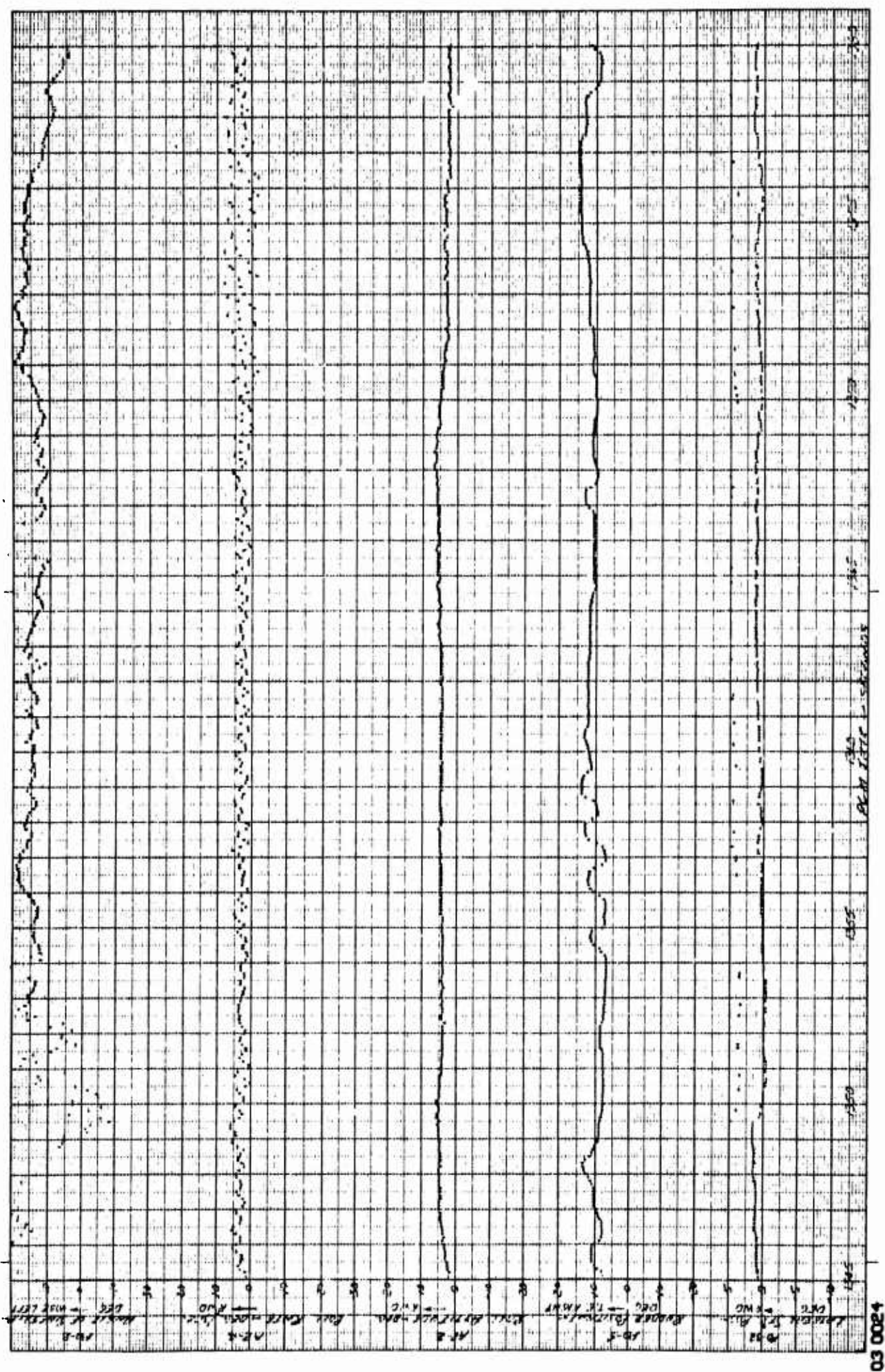


Figure A-1 Steady-State Sideslips, A/C No. 62-4506, Test 23.0F, 15 Feet Above Runway,  $V_i \approx 10$  Knots,  $\beta_{v\text{Indicated}} \approx -7.0^\circ$  Sheet 2 of 2

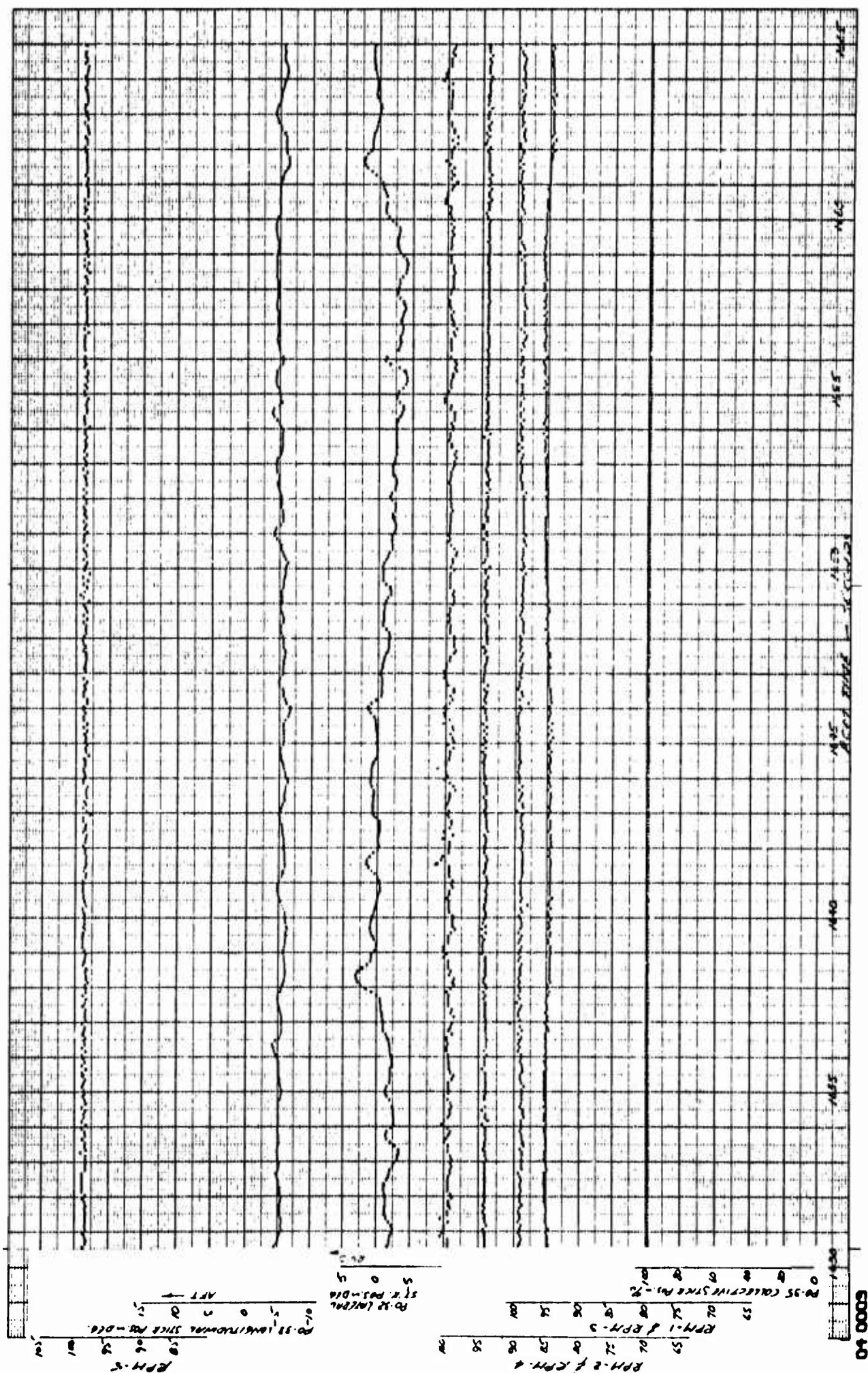


Figure A-2 Steady-State Sideslips, A/C No. 62-4506, Test 55.0F,  $H_i \approx 6,000$  Feet,  $V_i \approx 50$  Knots,  $\beta$  Indicated  $\approx 20^\circ$  Sheet 1 of 3

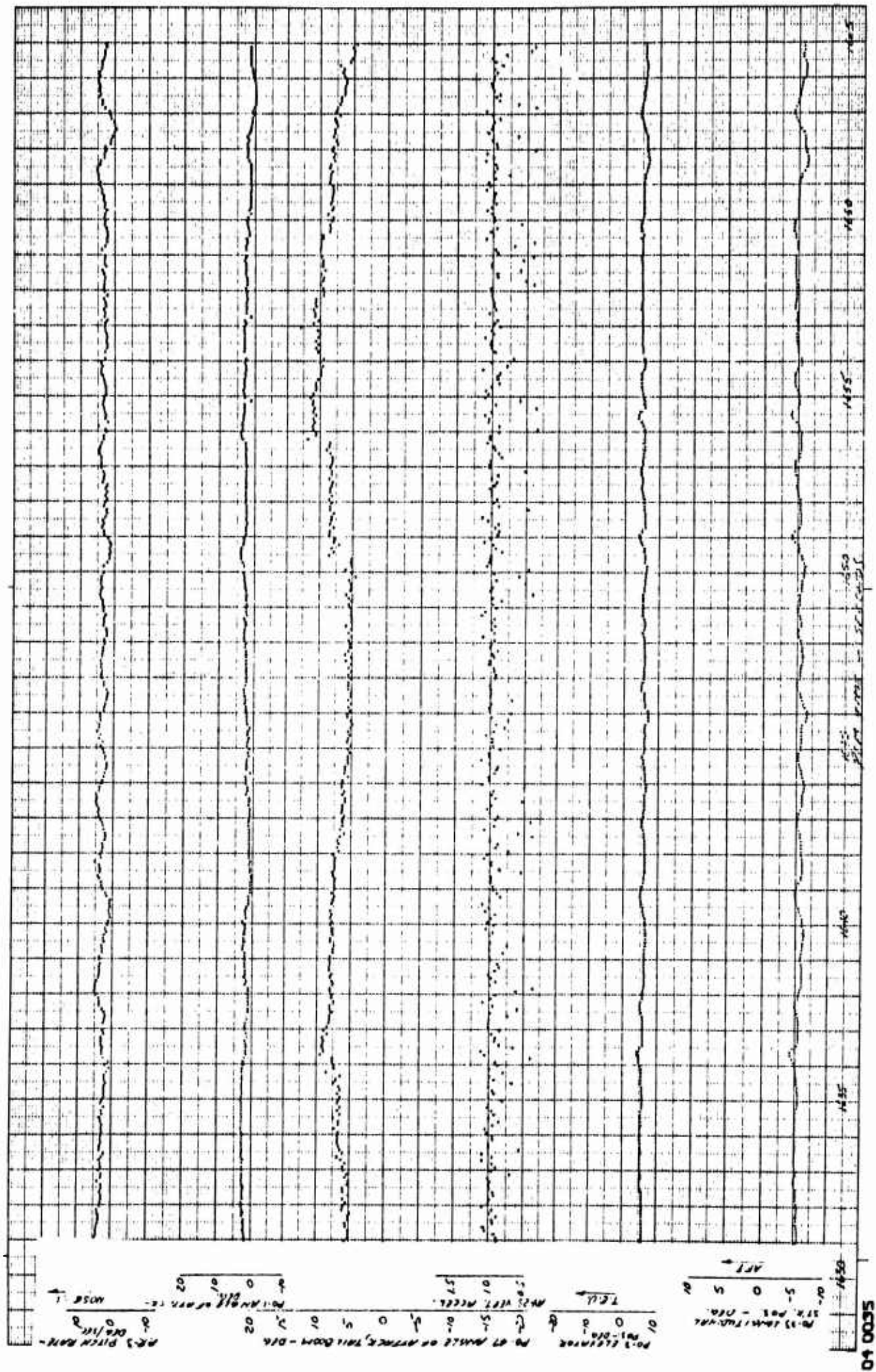


Figure A-2 Steady-State Sideslips, A/C No. 62-4506, Test 55.0F,  $H_i \approx 6,000$  Feet,  $V_i \approx 50$  Knots,  $\beta$  Indicated  $\approx 20^\circ$  Sheet 2 of 3



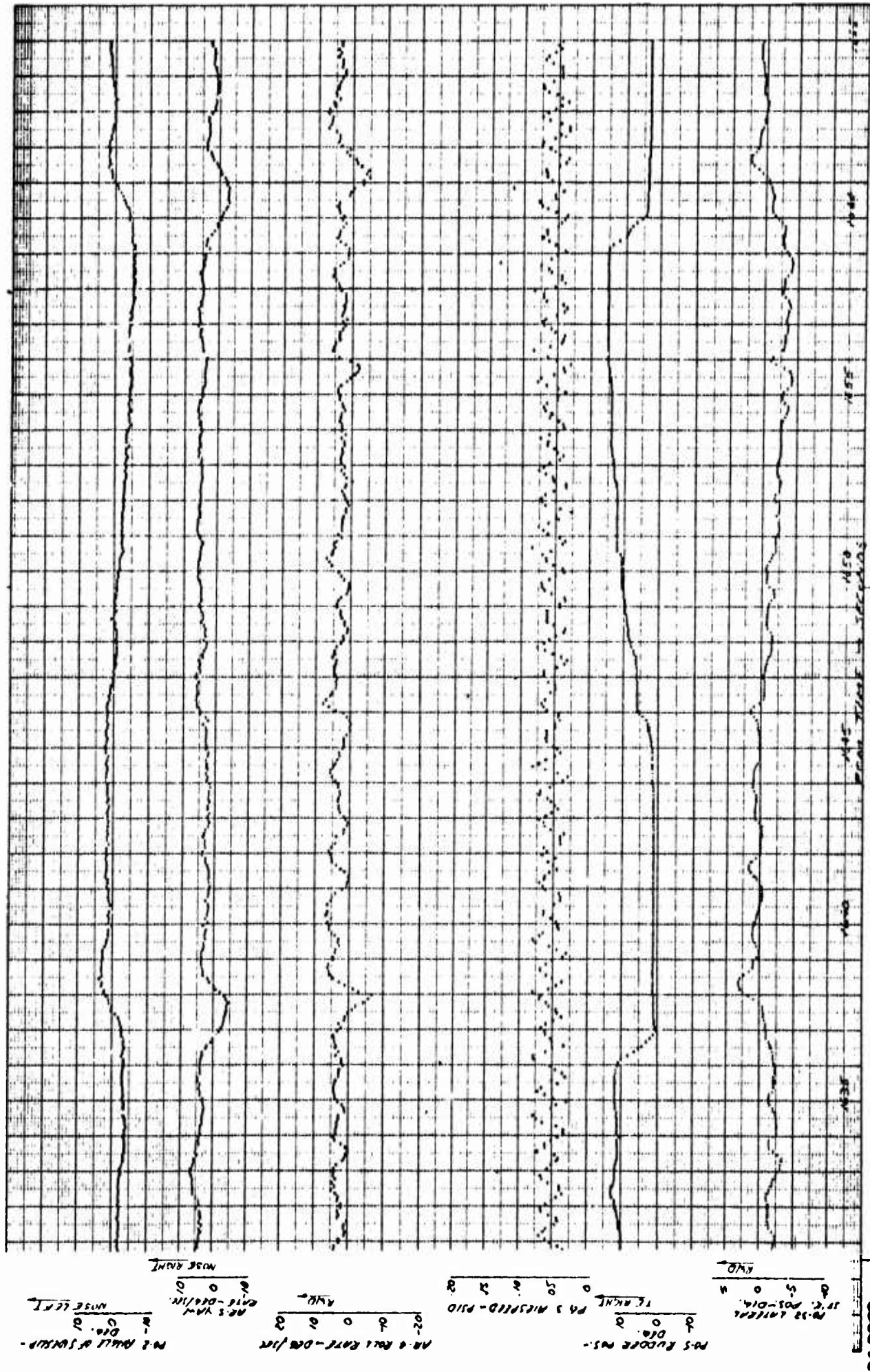


Figure A-2 Steady-State Sideslips, A/C No. 62-4506, Test 55.0F,  $H_i \approx 6,000$  Feet,  $V_i \approx 50$  Knots,  $\beta$  Indicated  $\approx 20^\circ$  Sheet 3 of 3

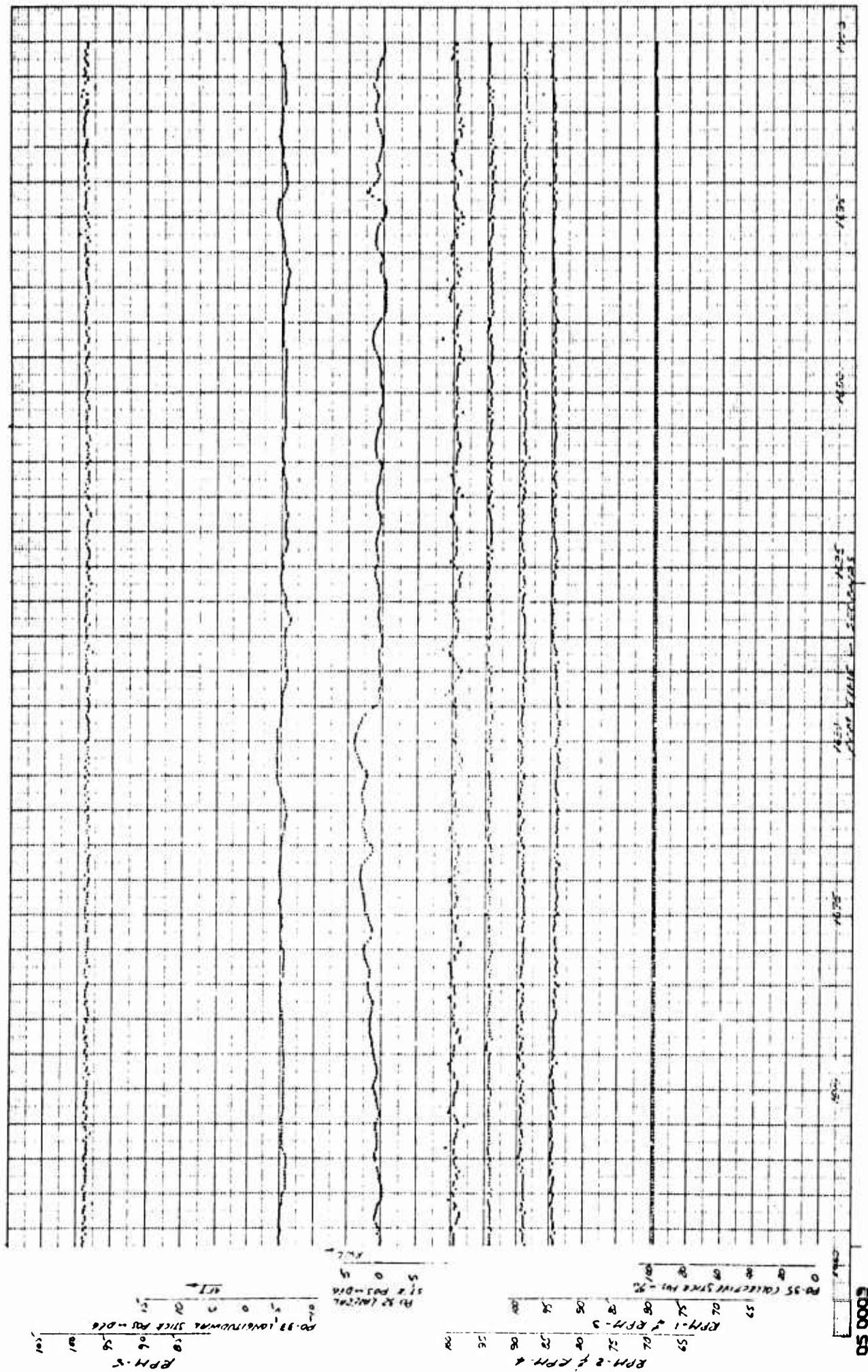


Figure A-3 Steady-State Sideslips, A/C No. 62-4506, Test 55.0F,  $H_i \approx 6,000$  Feet,  $V_i \approx 50$  Knots,  $\beta_{V \text{ Indicated}} \approx 20^\circ$  Sheet 1 of 3





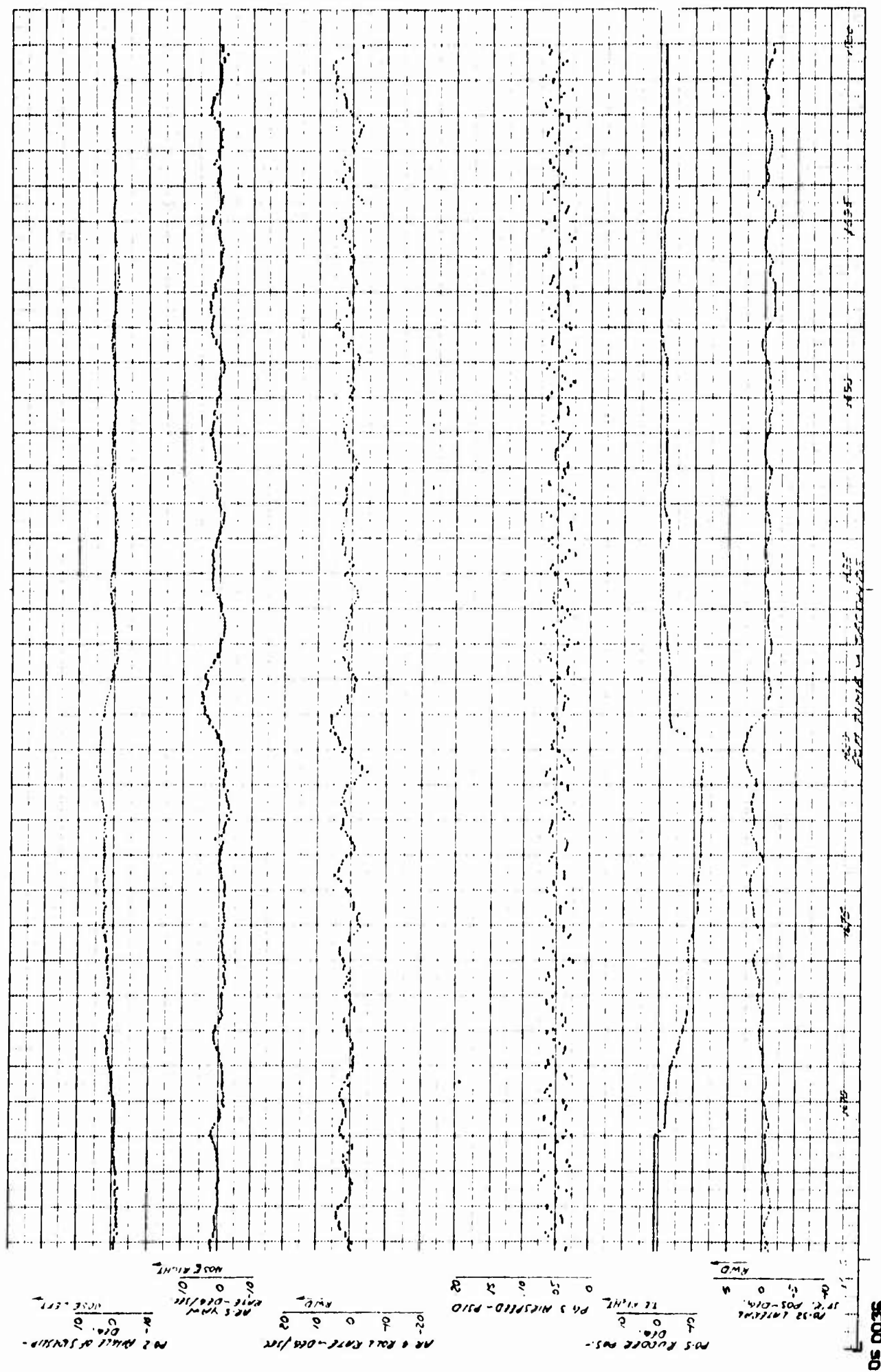


Figure A-3 Steady-State Sideslips, A/C No. 62-4506, Test 55.6F,  $H_i \approx 6,000$  Feet,  $V_i \approx 50$  Knots,  $\beta_{v\text{Indicated}} \approx 20^\circ$  Sheet 3 of 3

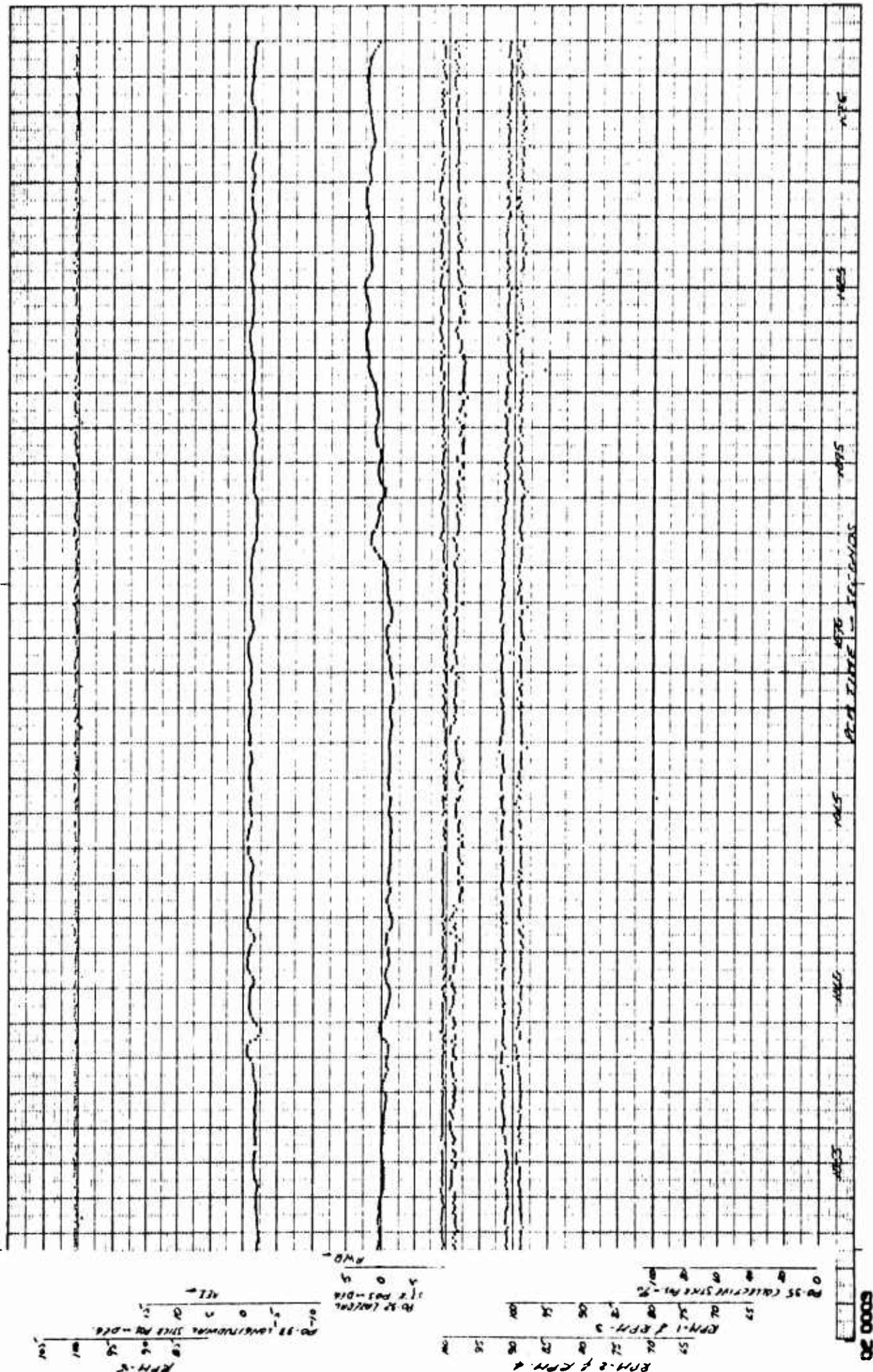
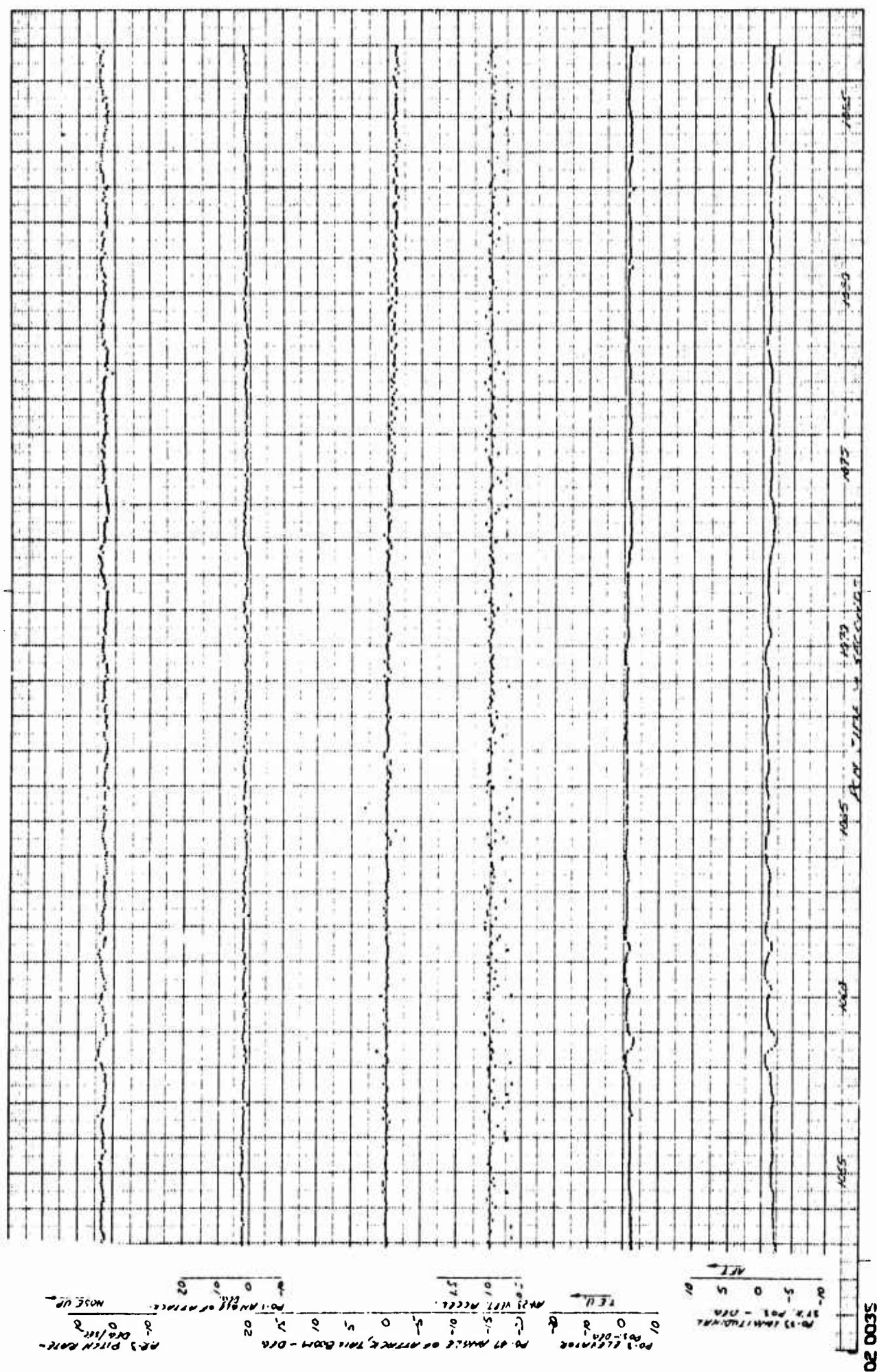


Figure A-4 Steady-State Sideslips, A/C No. 62-4506, Test 56.0F,  $H_i \approx 6,000$  Feet,  $V_i \approx 75$  Knots,  $\beta V_{\text{Indicated}} \approx 40^\circ$  Sheet 1 of 3





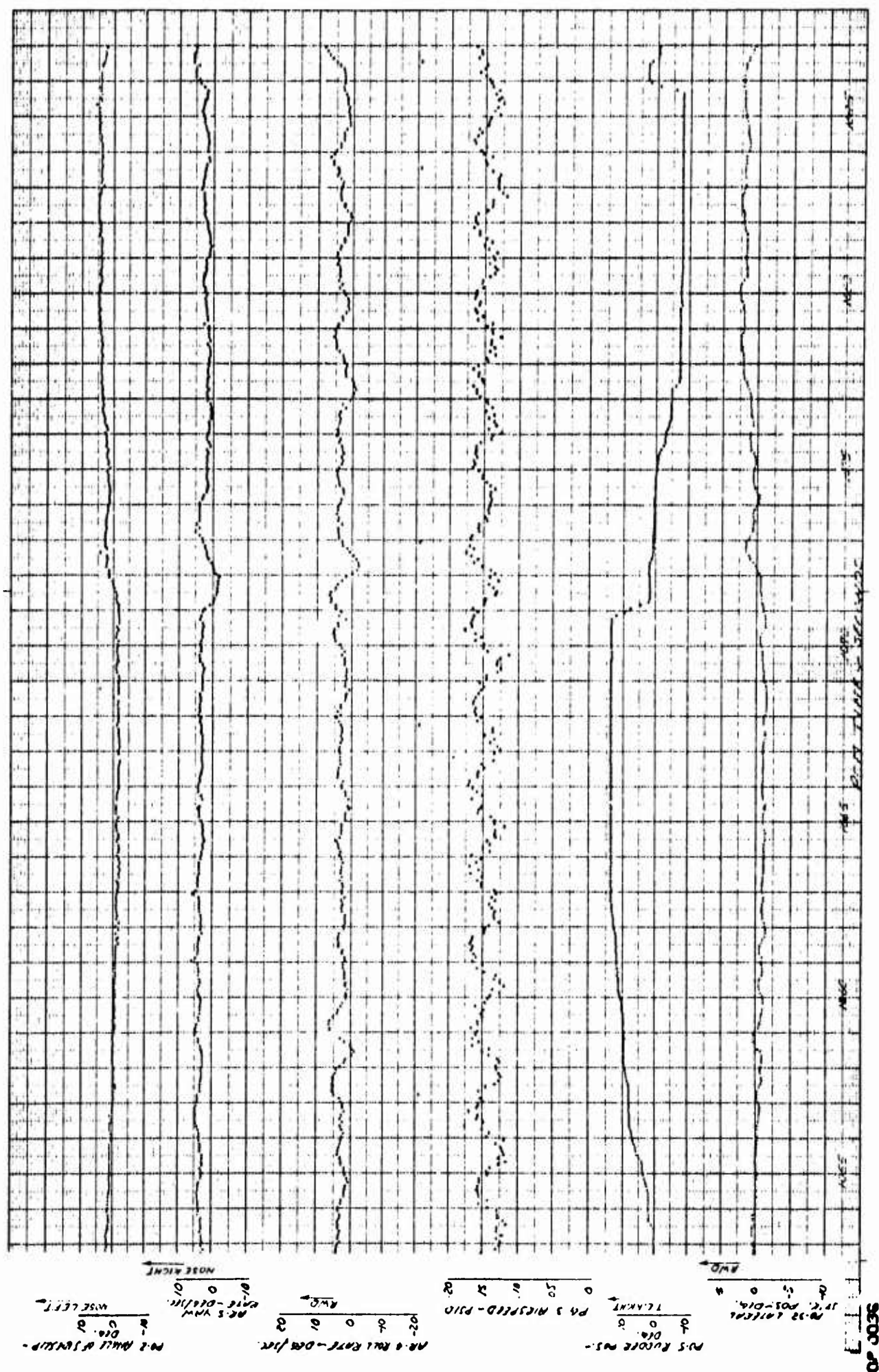


Figure A-4 Steady-State Sideslips, A/C No. 62-4506, Test 56.0F,  $H_i \approx 6,000$  Feet,  $V_i \approx 75$  Knots,  $\beta^{V_{Indicated}} \approx 40^\circ$  Sheet 3 of 3

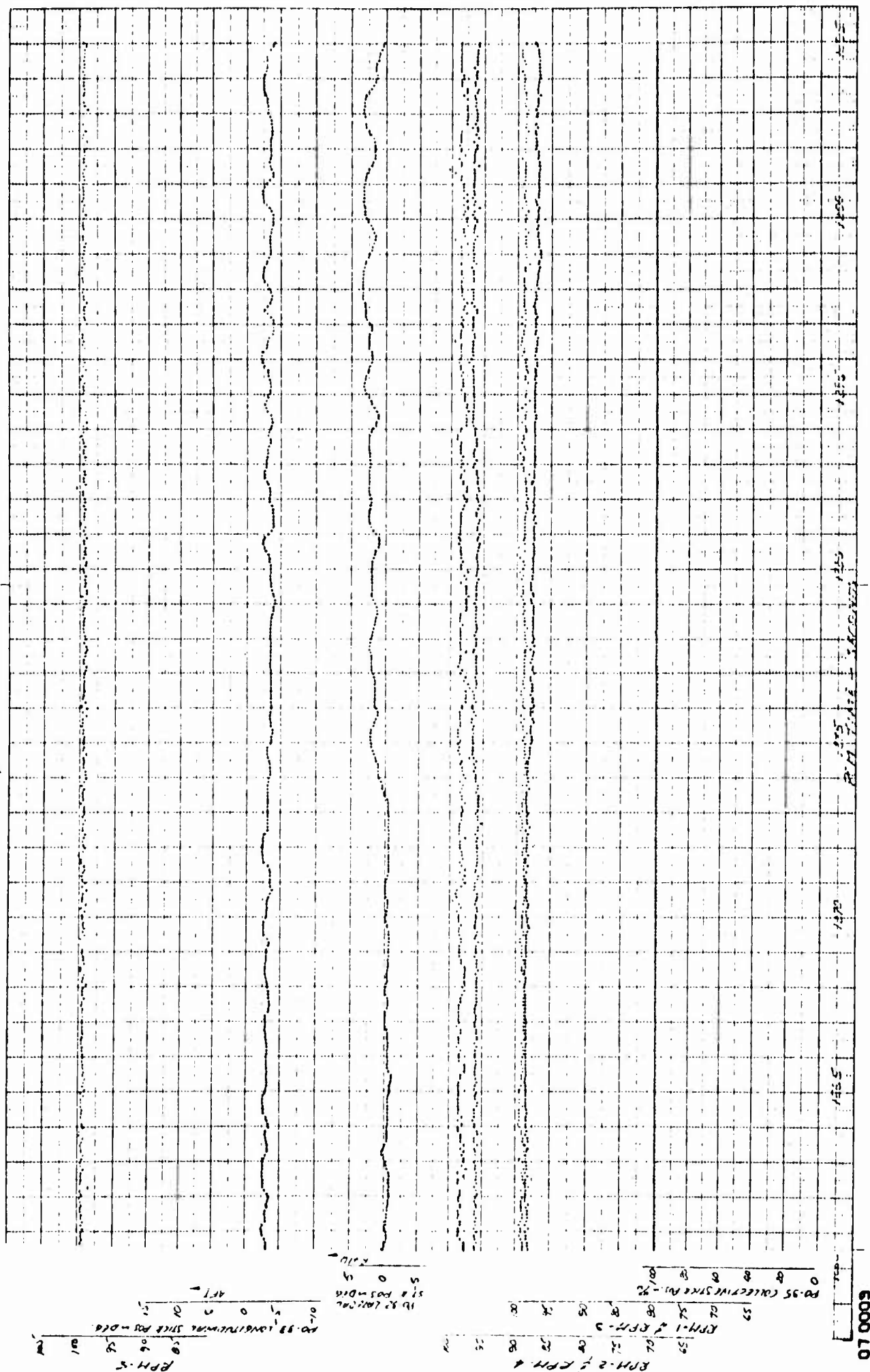


Figure A-5 Steady-State Sideslips, A/C No. 62-4506, Test 56.0F,  $H_i \approx 6,000$  Feet,  $V_i \approx 60$  Knots,  $\beta_{V\text{Indicated}} \approx 30^\circ$  Sheet 1 of 3





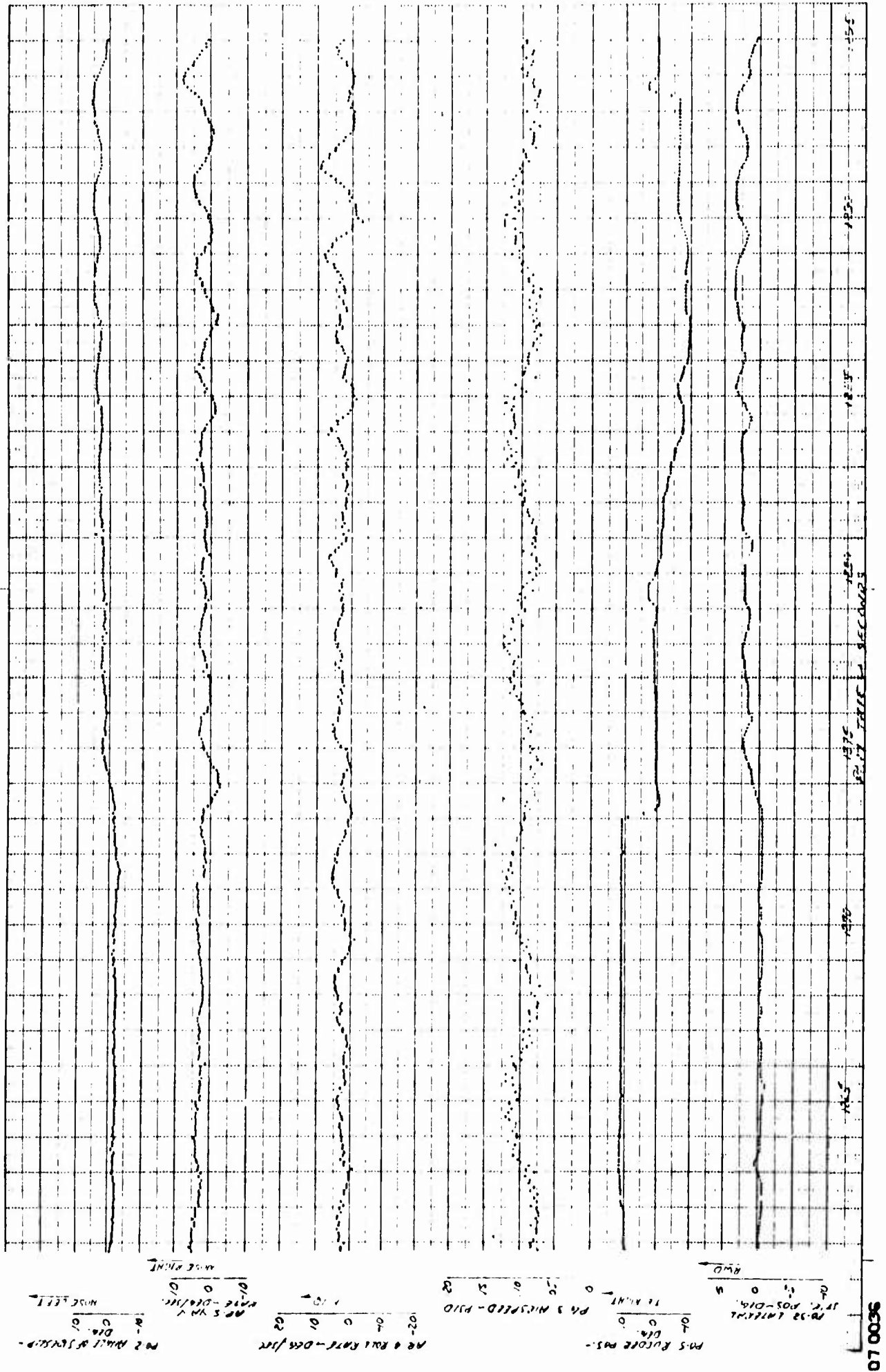


Figure A-5 Steady-State Sideslips, A/C No. 62-4506, Test 56.0F,  $H_i \approx 6,000$  Feet,  $V_i \approx 60$  Knots,  $\beta_{V\text{Indicated}} \approx 30^\circ$  Sheet 3 of 3

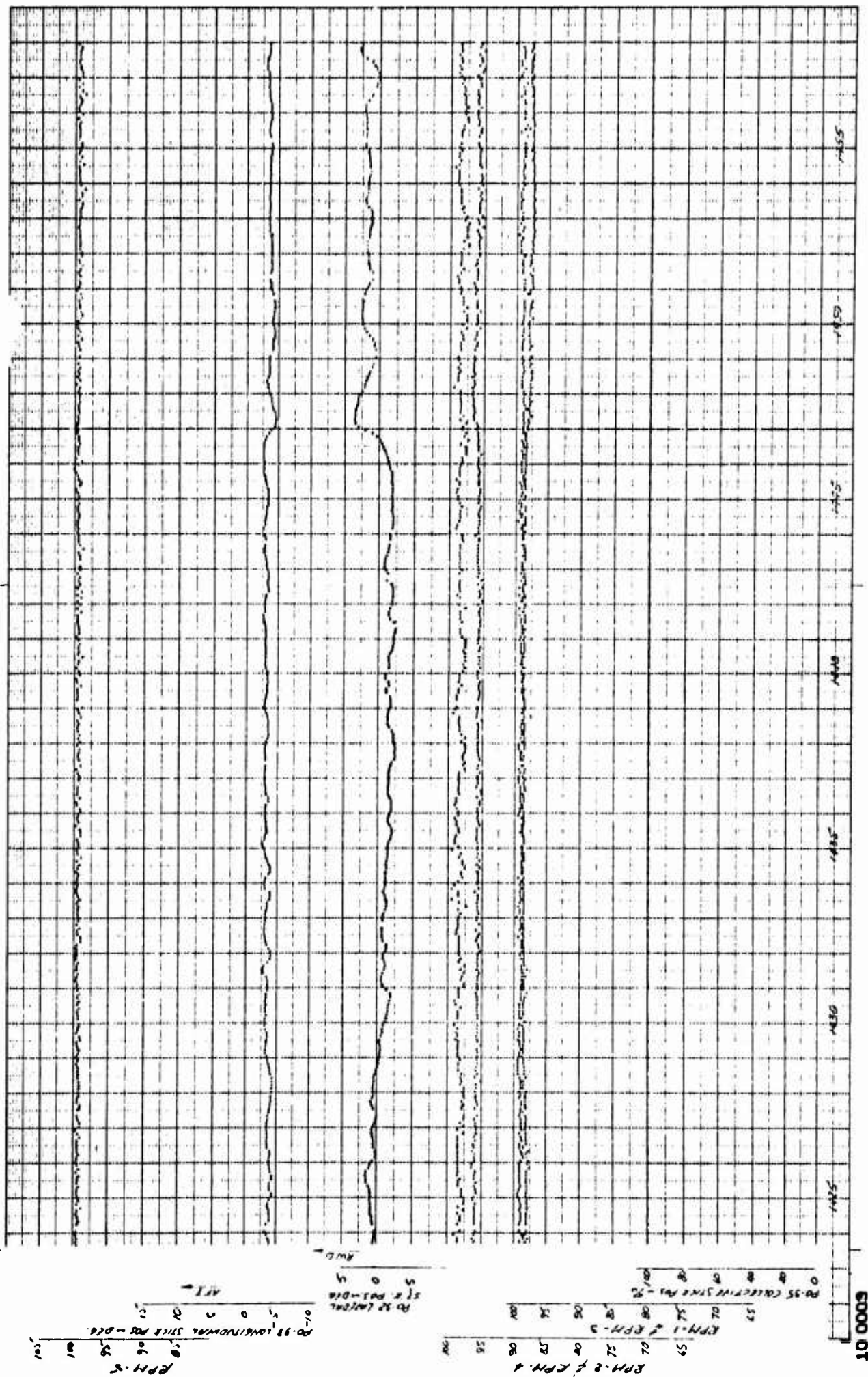


Figure A-6 Steady-State Sideslips, A/C No. 62-4506, Test 56.0F,  $H_i \approx 6,000$  Feet,  $V_i \approx 60$  Knots,  $\beta_{V\text{Indicated}} \approx 30^\circ$  Sheet 1 of 3



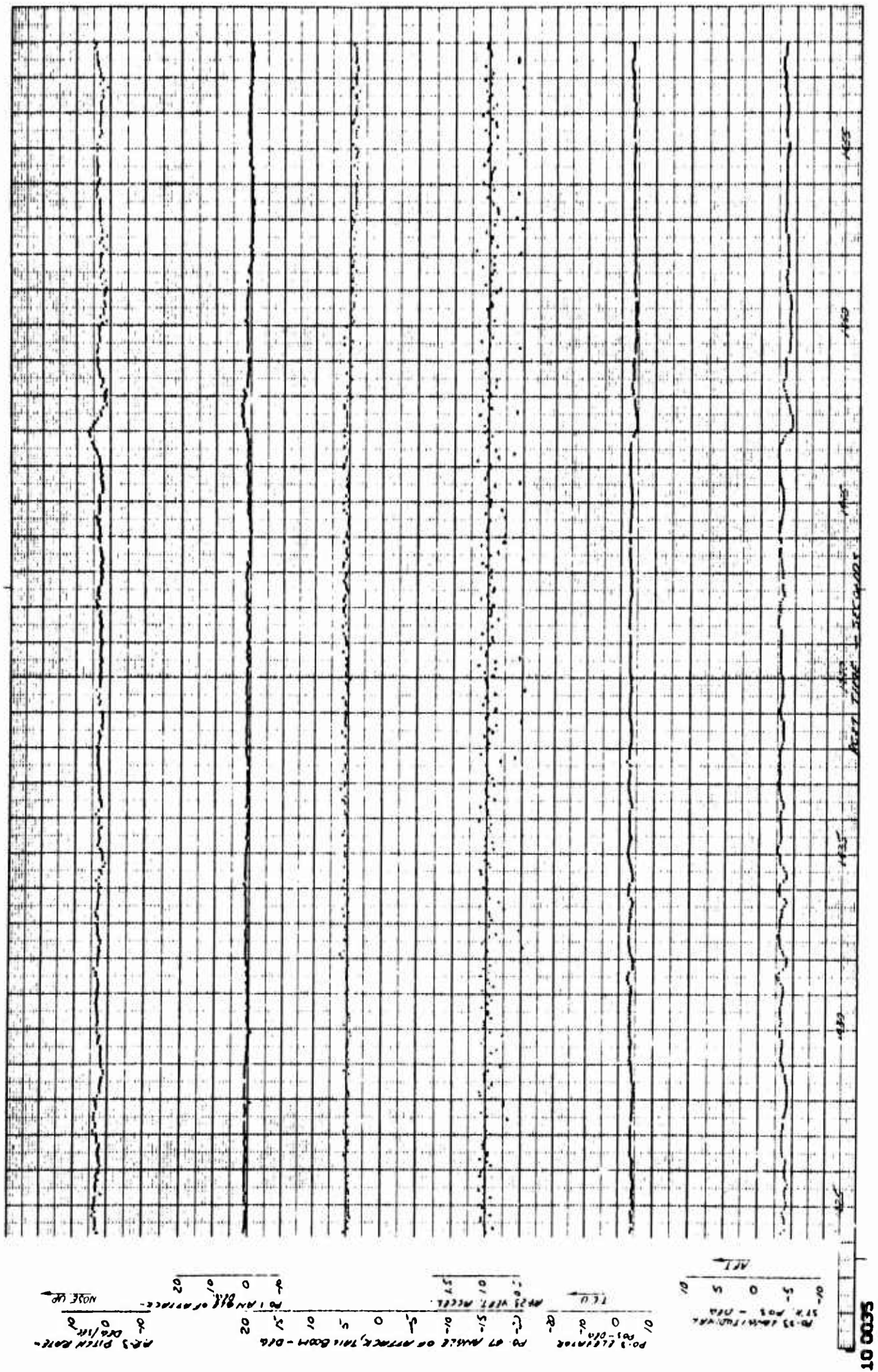


Figure A-6 Steady-State Sideslips, A/C No. 62-4506, Test 56.0F,  $H_i \approx 6,000$  Feet,  $V_i \approx 50$  Knots,  $\beta_{V_{Indicated}} \approx 30^\circ$  Sheet 2 of 3

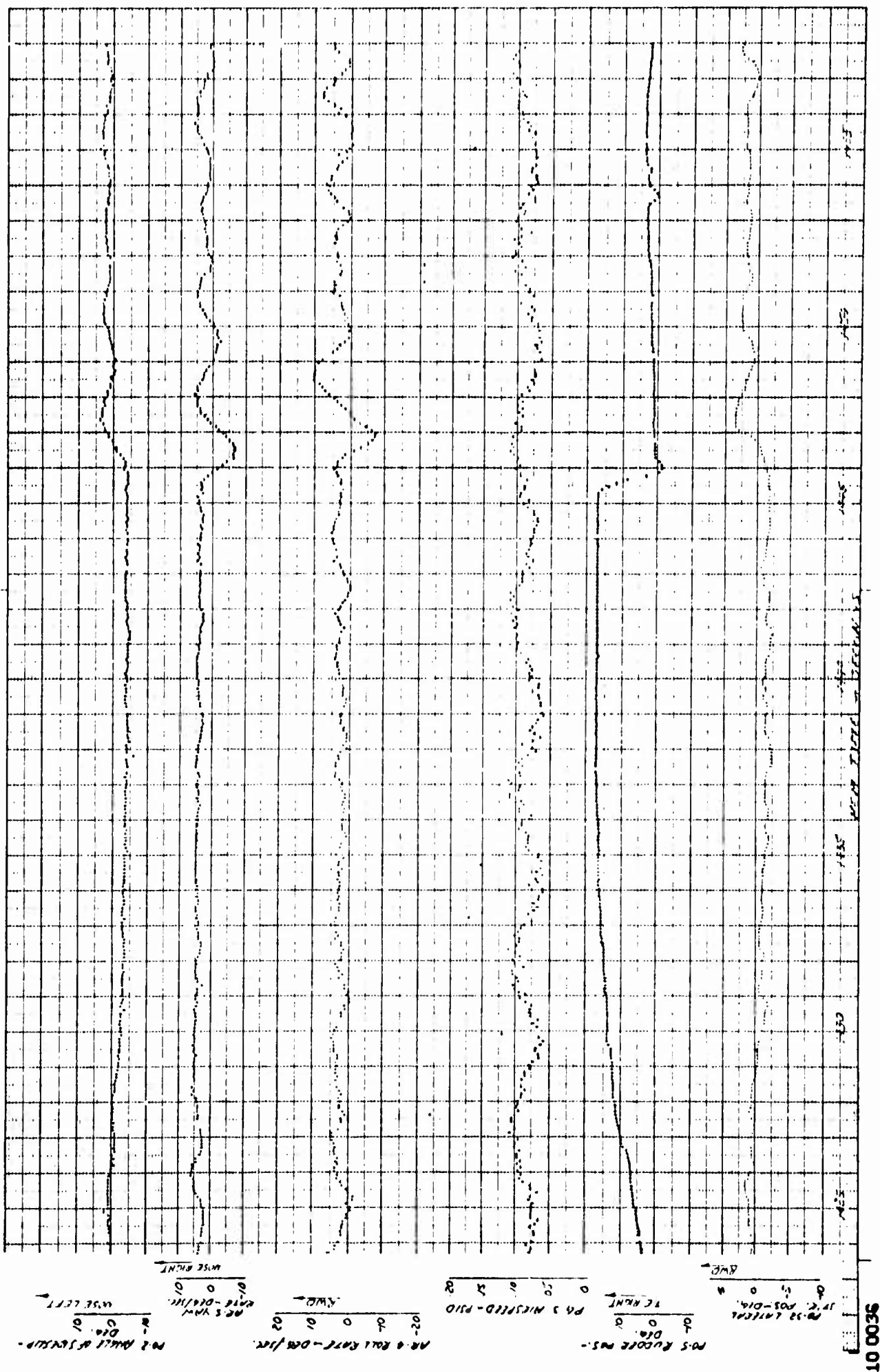


Figure A-6 Steady-State Sideslips, A/C No. 62-4506, Test 56.0F,  $H_i \approx 6,000$  Feet,  $V_i \approx 60$  Knots,  $\beta_{V_{Indicated}} \approx 30^\circ$  Sheet 3 of 3





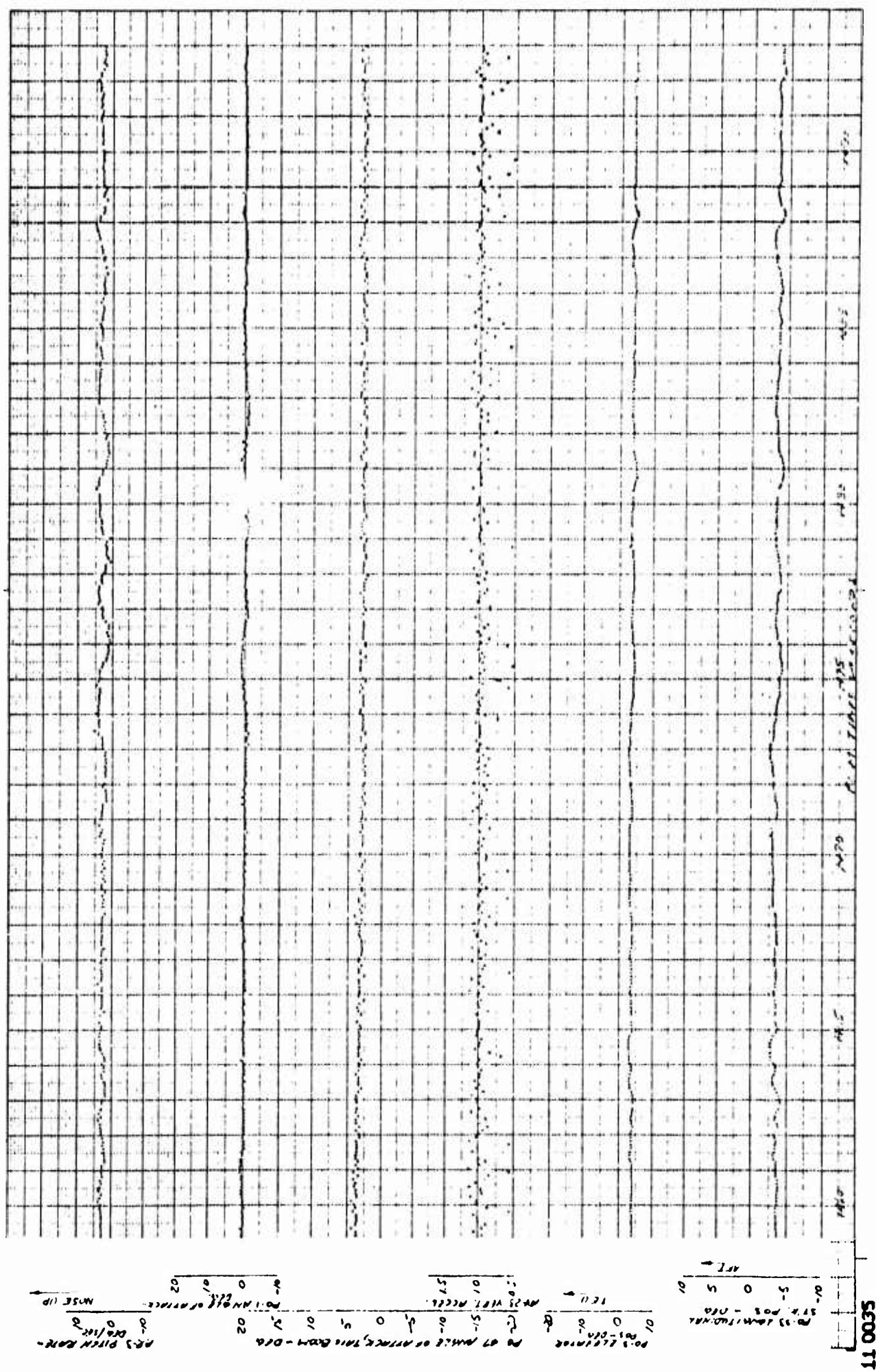


Figure A-7 Steady-State Sideslips, A/C No. 62-4506, Test 56.0F,  $H_i \approx 6,000$  Feet,  $V_i \approx 60$  Knots,  $\beta_{\text{Indicated}} \approx 30^\circ$  Sheet 2 of 3

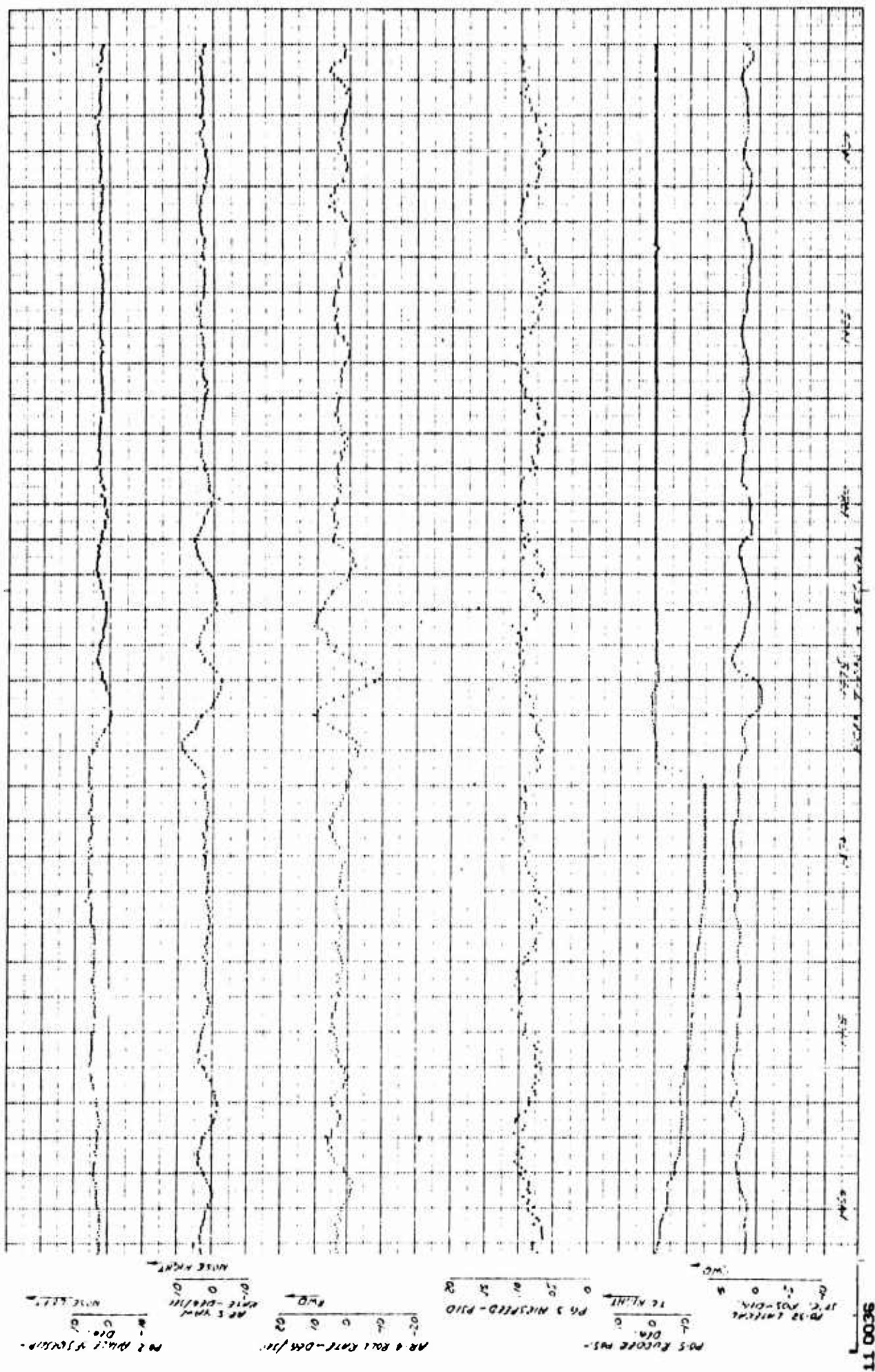


Figure A-7 Steady-State Sideslips, A/C No. 62-4506, Test 56.0F,  $H_1 \approx 6,000$  Feet,  $V_1 \approx 60$  Knots,  $\beta_{V\text{Indicated}} \approx 30^\circ$  Sheet 3 of 3







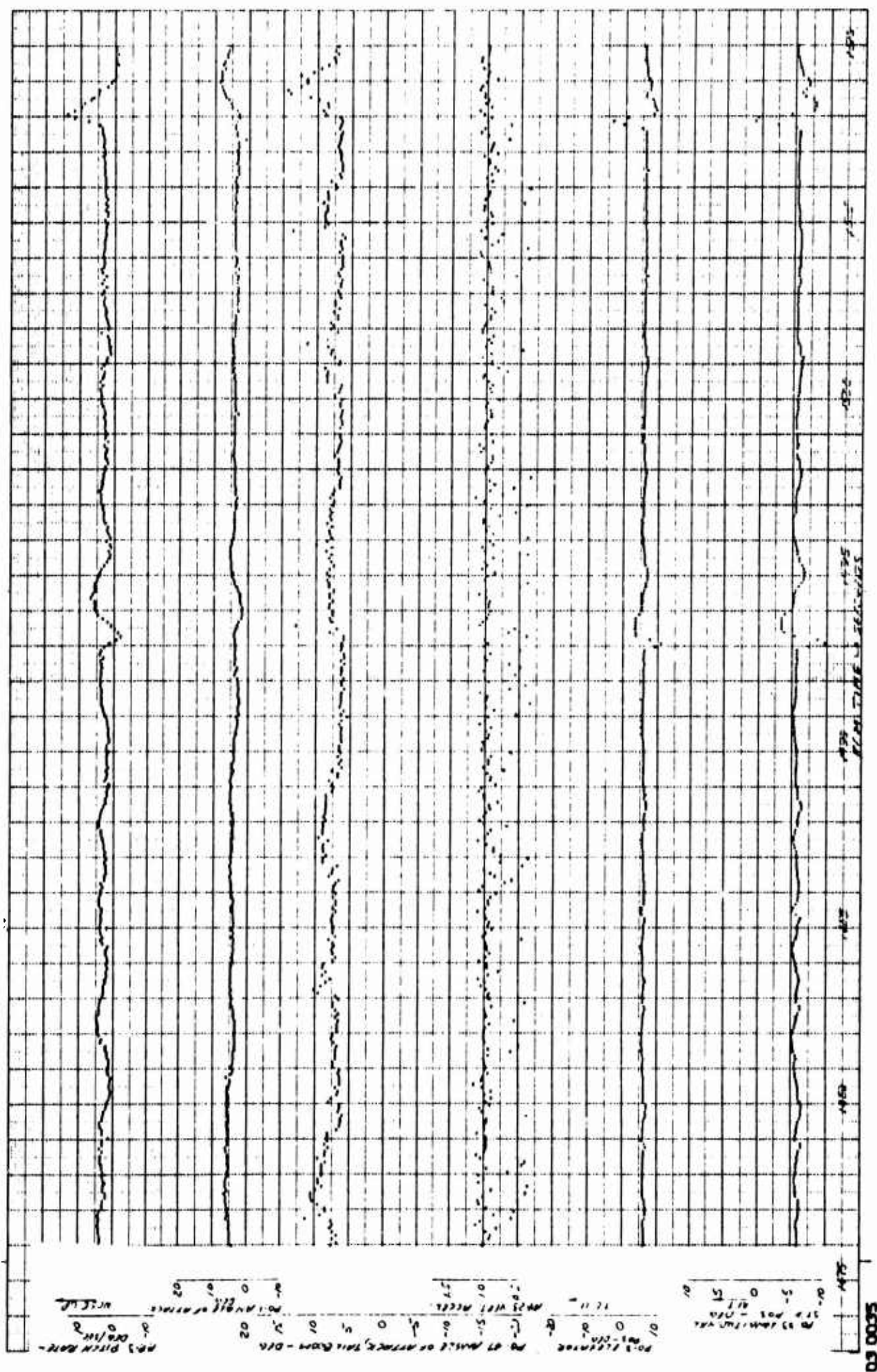


Figure A-9 Longitudinal Control Disturbance, A/C No. 62-4506, Test 55.0F,  $H_i \approx 6,000$  Feet,  $V_i \approx 50$  Knots,  $\beta_{\text{Indicated}} \approx 20^\circ$ , i.H.T.  $\approx 17.6^\circ$  Sheet 2 of 3



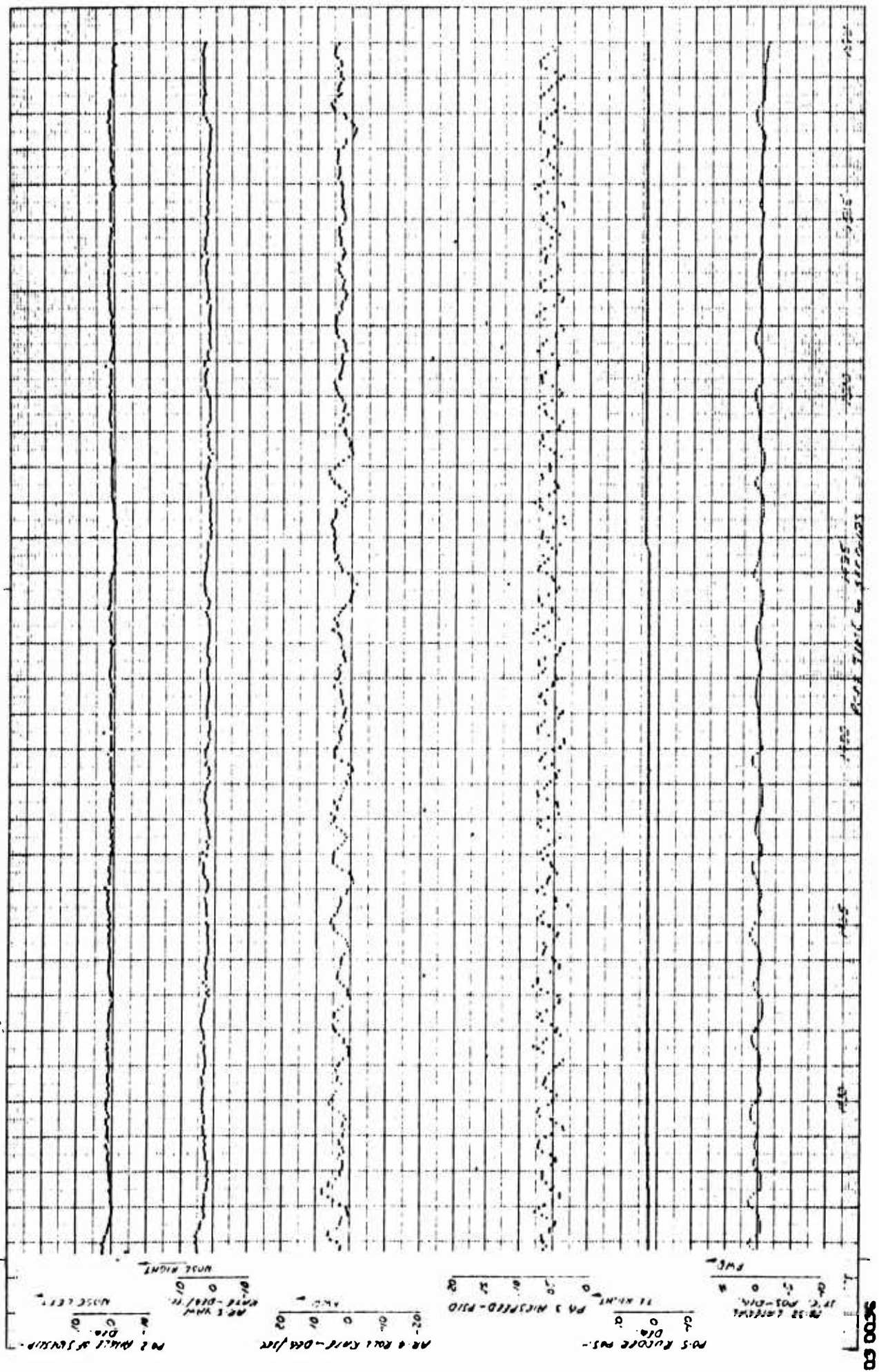


Figure A-9 Longitudinal Control Disturbance, A/C No. 62-4506, Test 55.0F,  $H_i \approx 6,000$  Feet,  $V_i \approx 50$  Knots,  $\beta_{V_{Indicated}} \approx 20^\circ$ , i.H.T.  $\approx 17.6^\circ$  Sheet 3 of 3





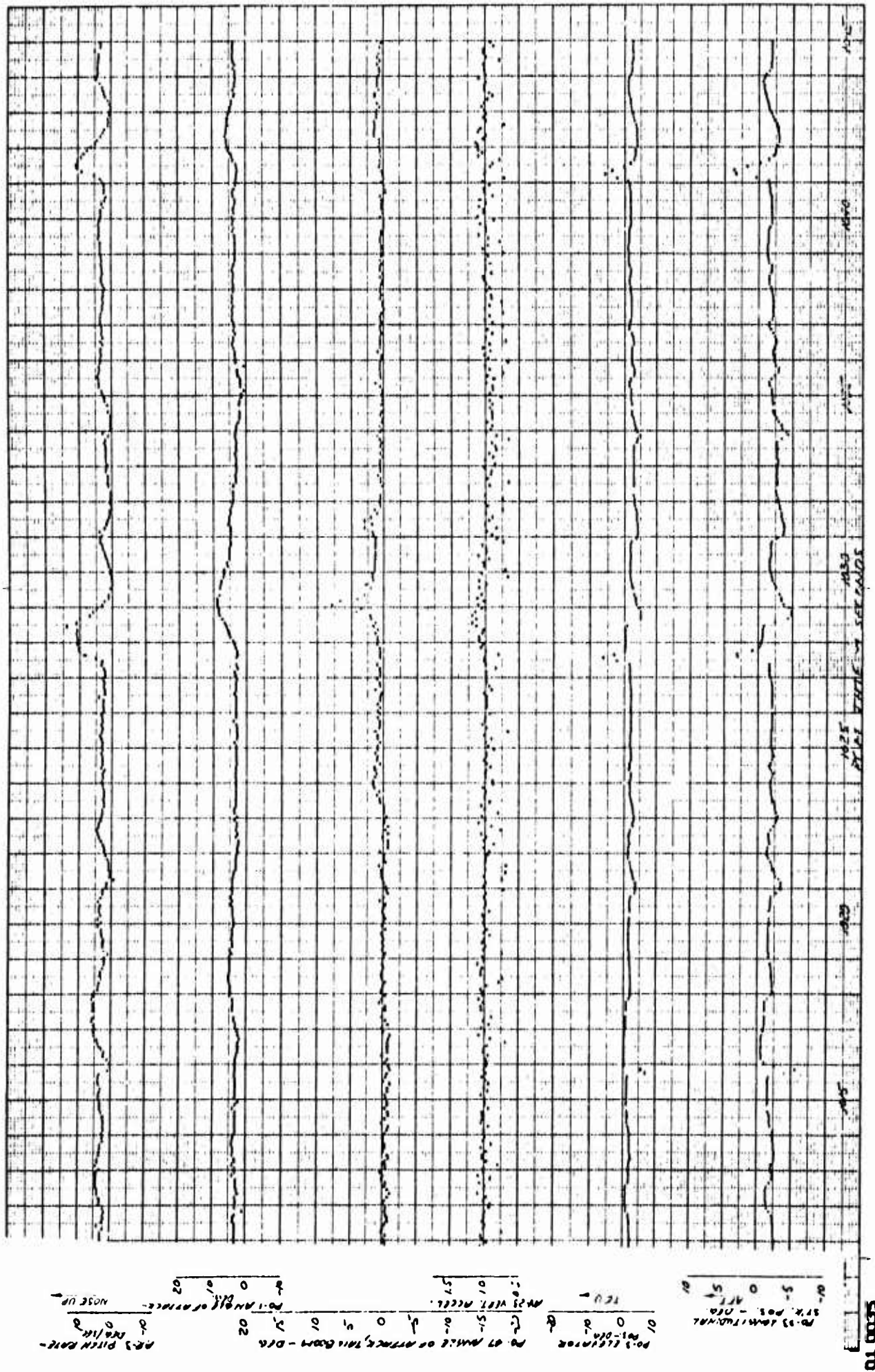


Figure A-10 Longitudinal Control Disturbance, A/C No. 62-4506, Test 56.0F,  $H_i \approx 6,000$  Feet,  $V_i \approx 75$  Knots,  $\beta_{V_{Indicated}} \approx 40^\circ$ ,  $i_{H.T.} \approx 11.3^\circ$  Sheet 2 of 3

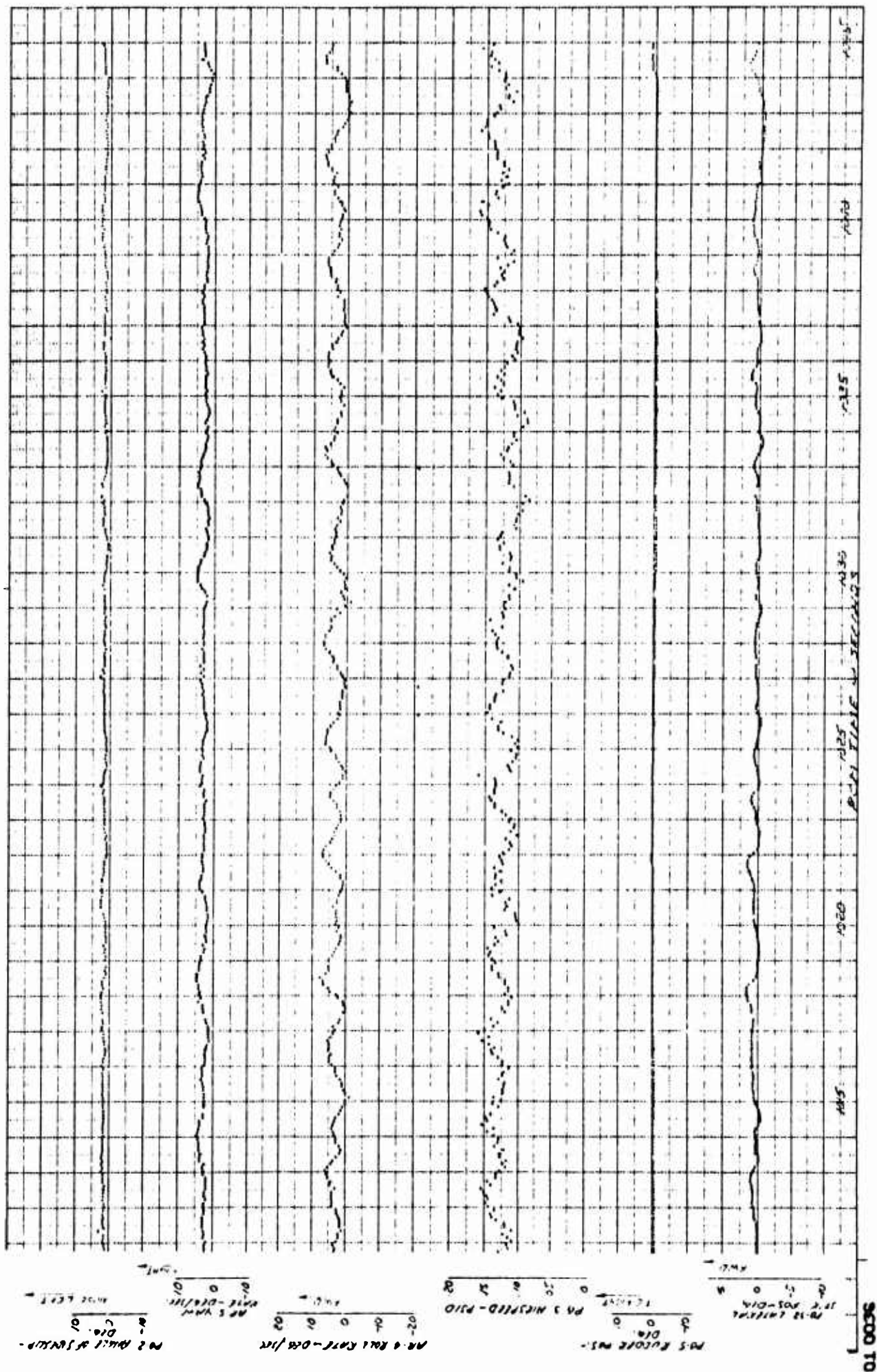


Figure A-10 Longitudinal Control Disturbance, A/C No. 62-4506, Test 56.0F,  $H_1 \approx 6,000$  Feet,  $V_1 \approx 75$  Knots,  $\beta_{V_{Indicated}} \approx 40^\circ$ , i.H.T.  $\approx 11.3^\circ$  Sheet 3 of 3

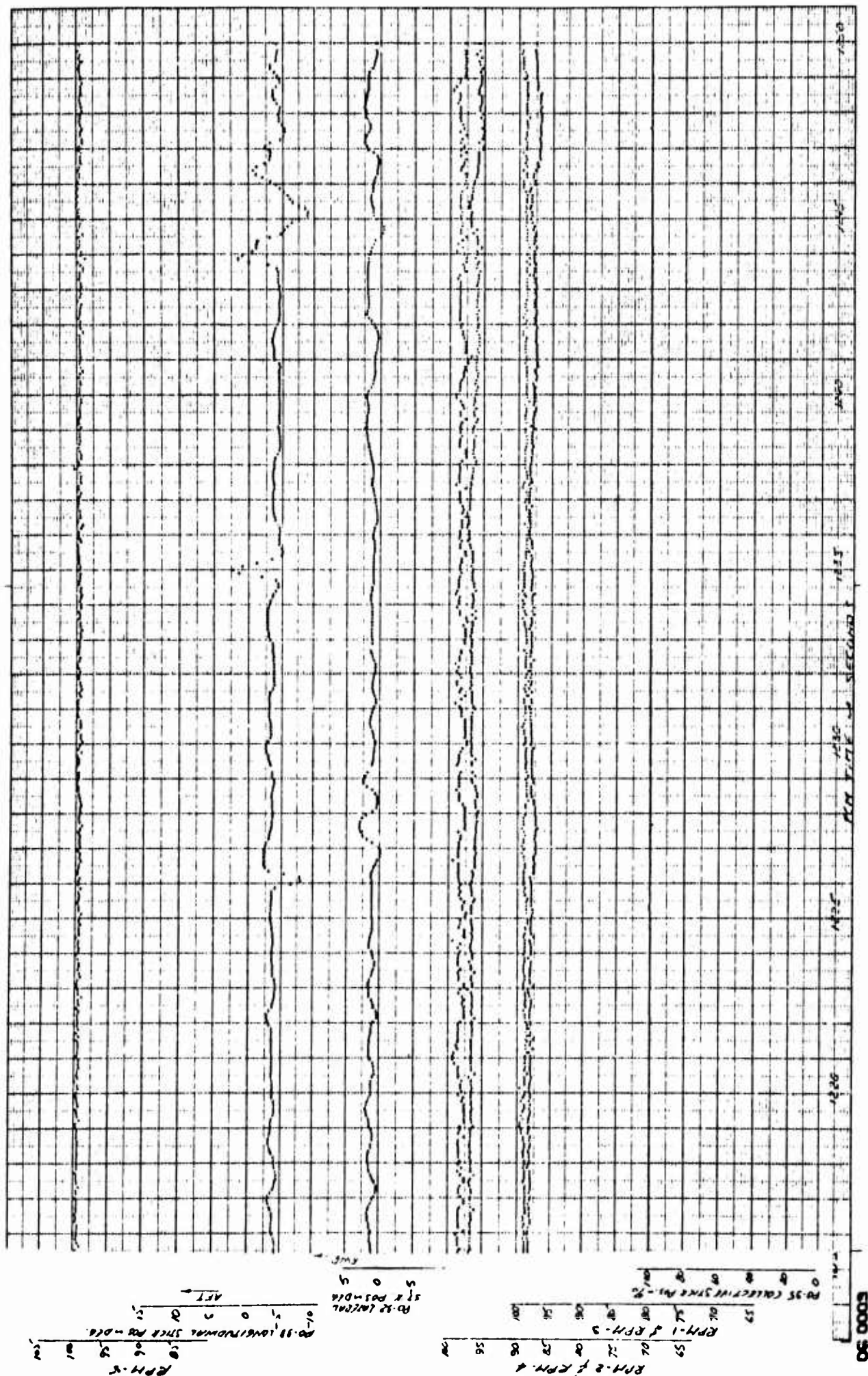


Figure A-11 Longitudinal Control Disturbance, A/C No. 62-4506, Test 56.0F,  $H_i \approx 6,000$  Feet,  $V_i \approx 60$  Knots,  $\beta_{\text{Indicated}} \approx 30^\circ$ ,  $i_{H.T.} \approx 16.9^\circ$  Sheet 1 of 3





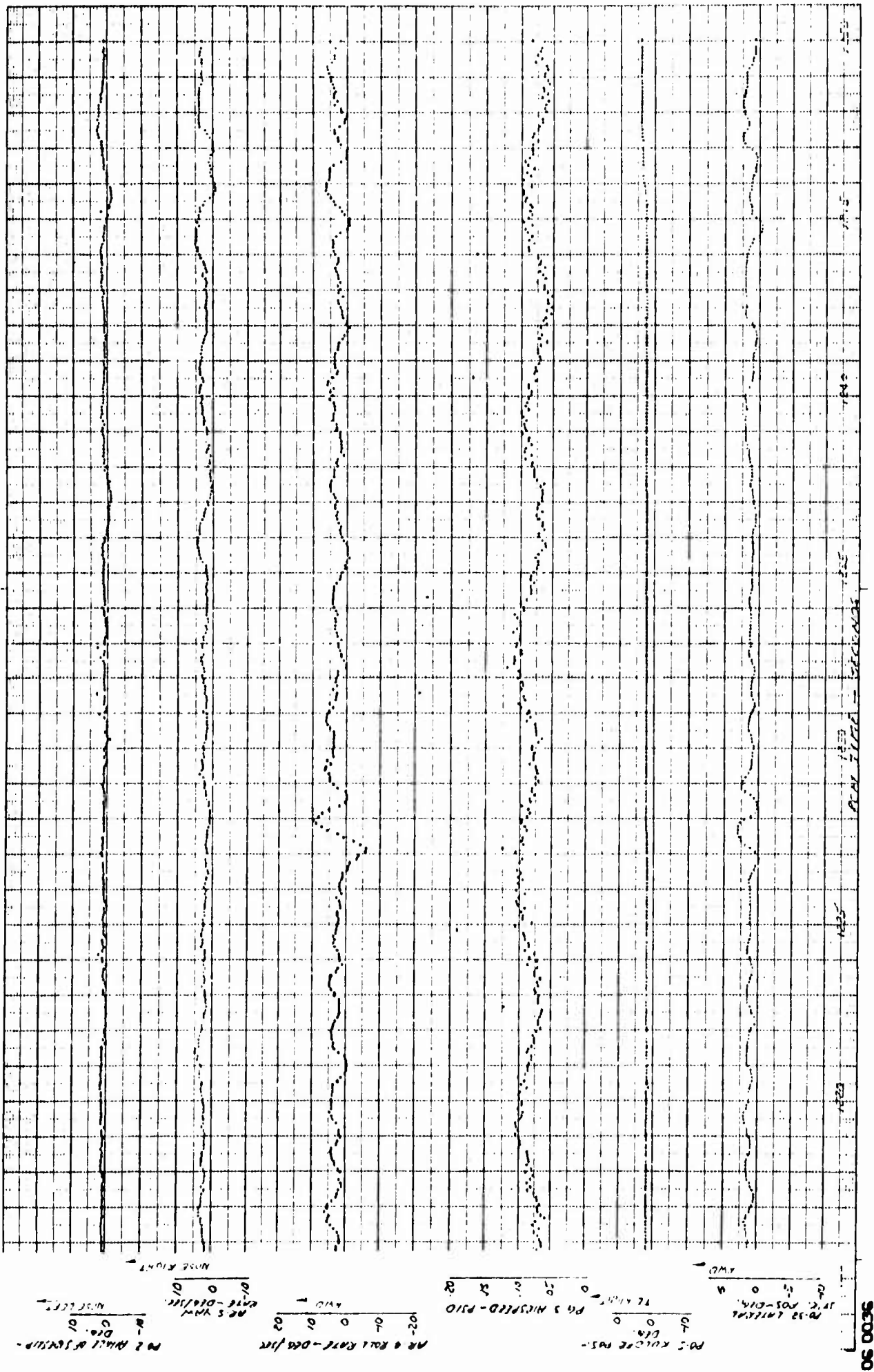


Figure A-11 Longitudinal Control Disturbance, A/C No. 62-4506, Test 56.0F,  $H_i \approx 6,000$  Feet,  $V_i \approx 60$  Knots,  $\beta$  Indicated  $\approx 30^\circ$ ,  $i$  H.T.  $\approx 16.9^\circ$  Sheet 3 of 3

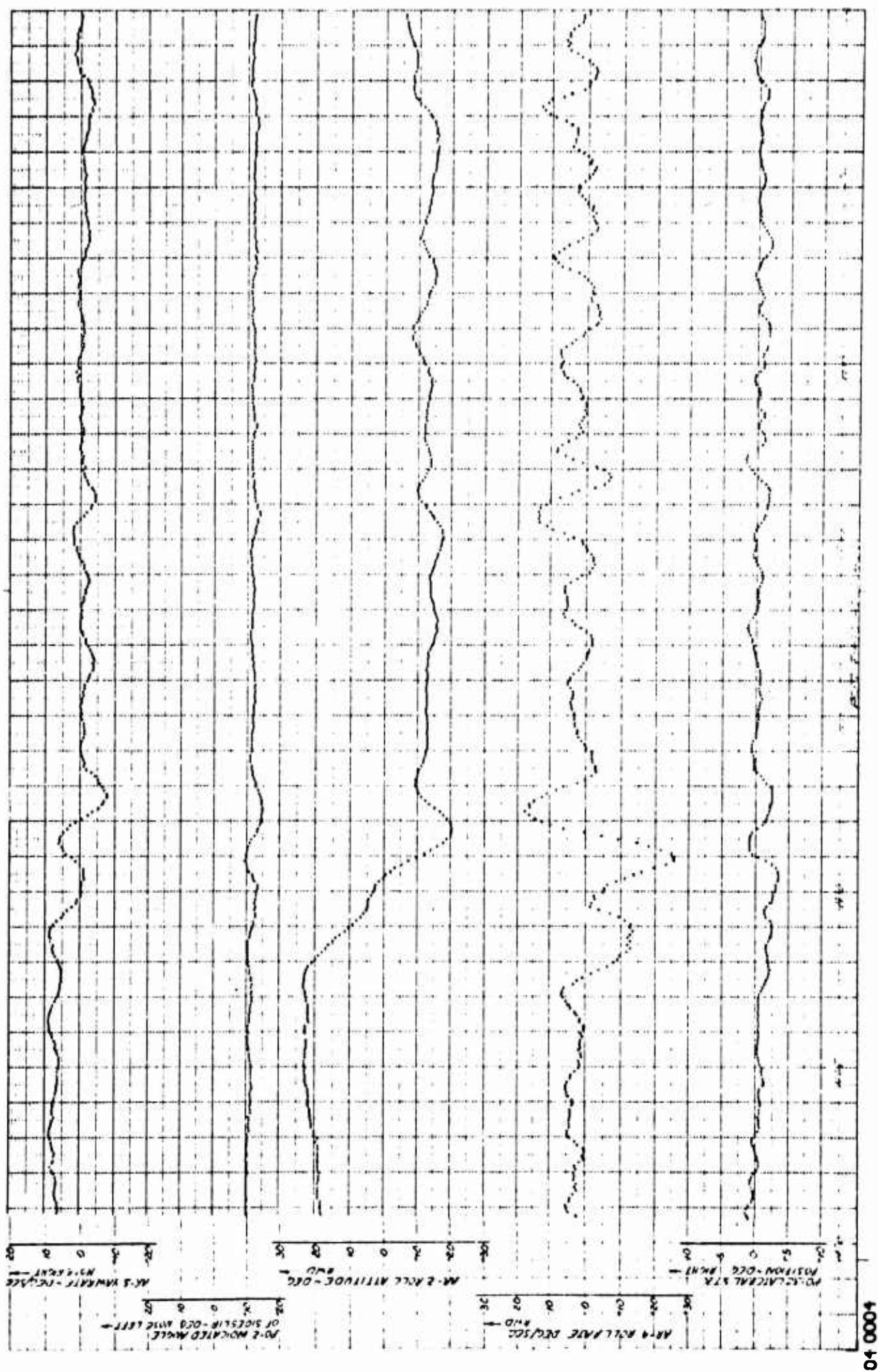


Figure A-12 Right to Left 20° Bank to Bank Roll, A/C No. 62-4506, Test 32.0F,  $H_i \approx 3,000$  Feet,  $V_i \approx 90$  Knots,  $\beta_{\text{Indicated}} \approx 42^\circ$  Sheet 1 of 2

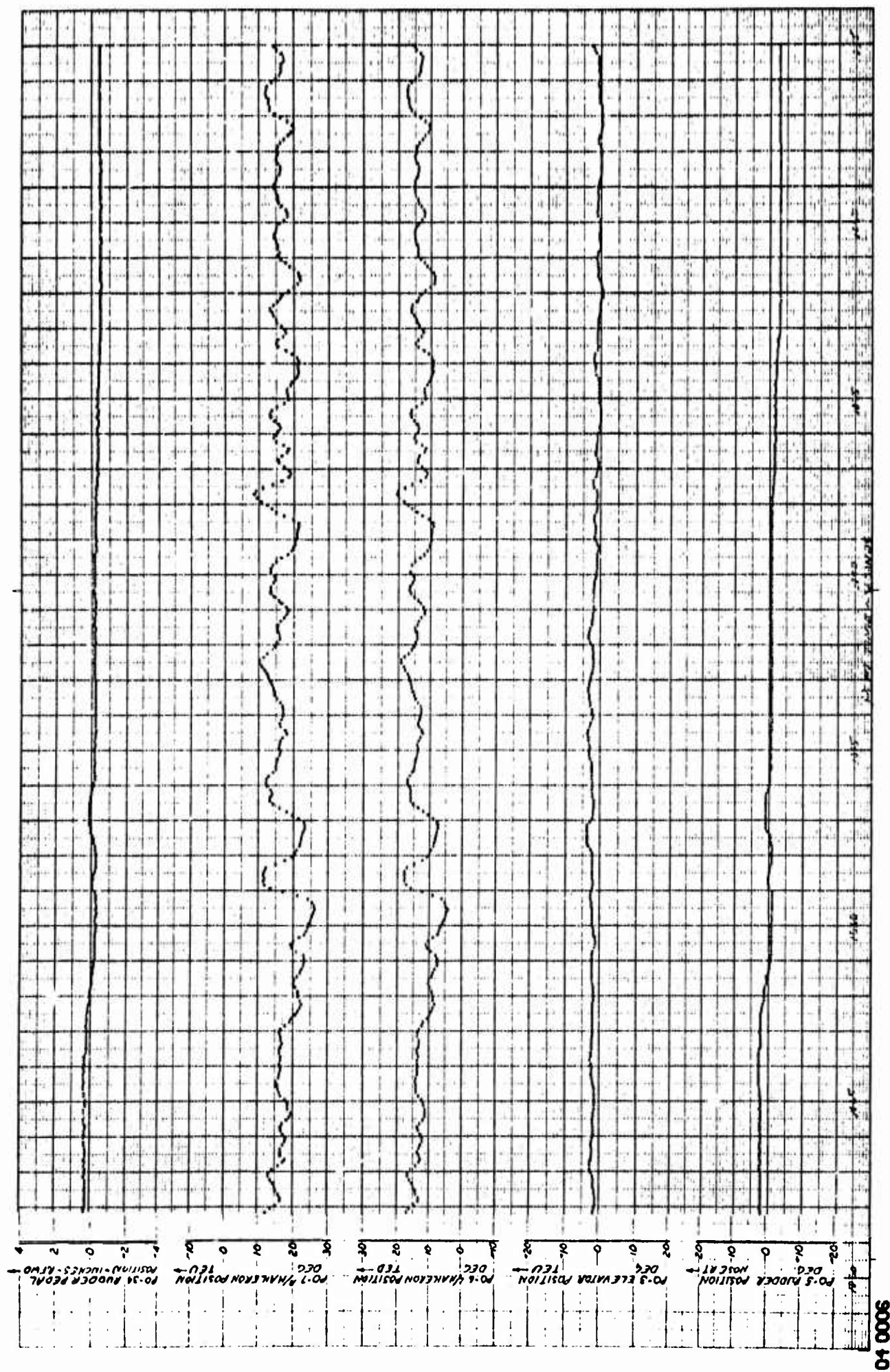


Figure A-12 Right to Left 20° Bank to Bank Roll, A/C No. 62-4506, Test 32.0F,  $H_i \approx 3,000$  Feet,  $V_i \approx 90$  Knots,  $\beta^v$  Indicated  $\approx 42^\circ$  Sheet 2 of 2



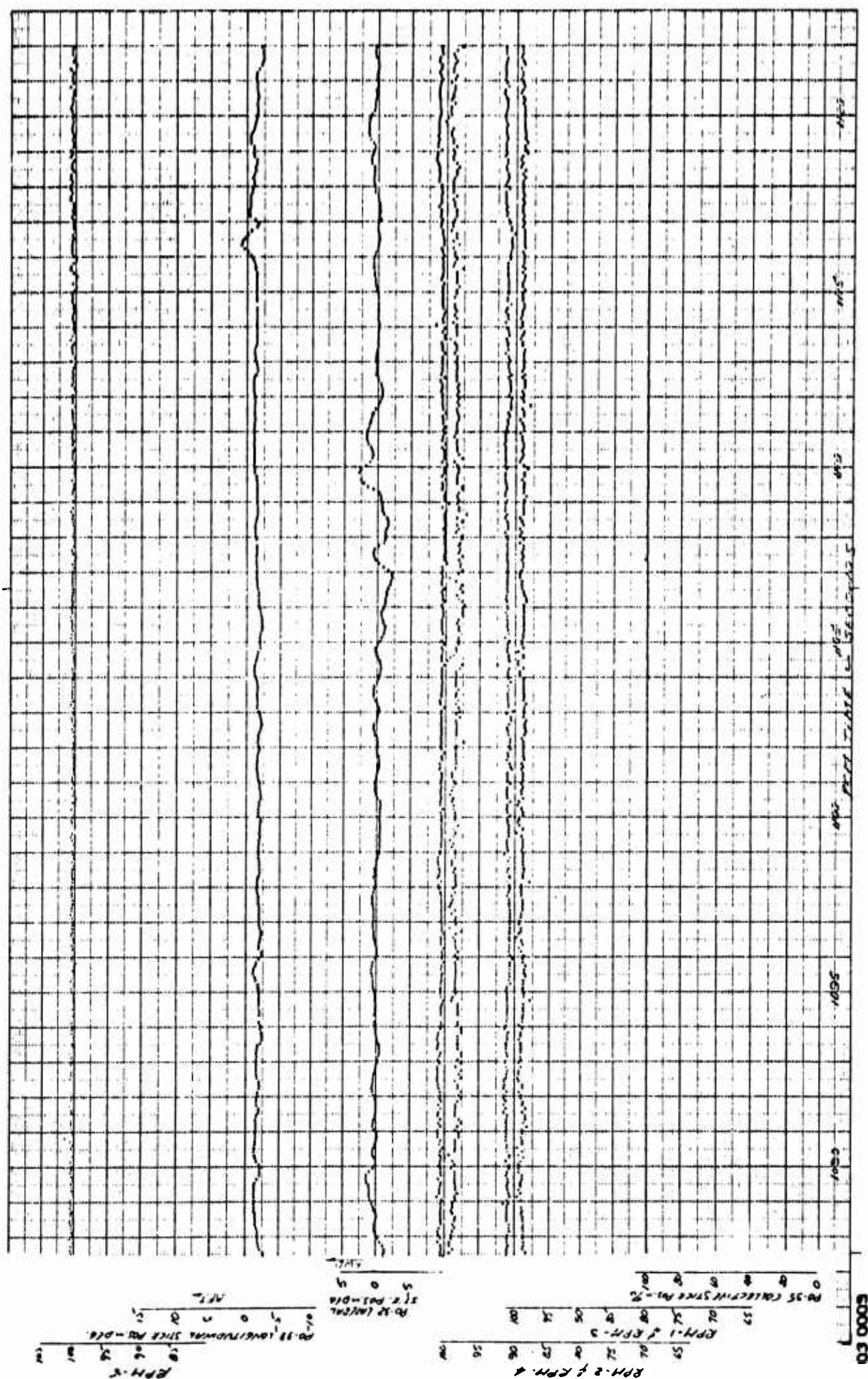


Figure A-13 Left to Right Roll Rudder Fixed, A/C No. 62-4506, Test 56.0F,  $H_i \approx 6,000$  Feet,  $V_i \approx 75$  Knots,  $\beta^v$  Indicated  $\approx 40^\circ$  Sheet 1 of 3



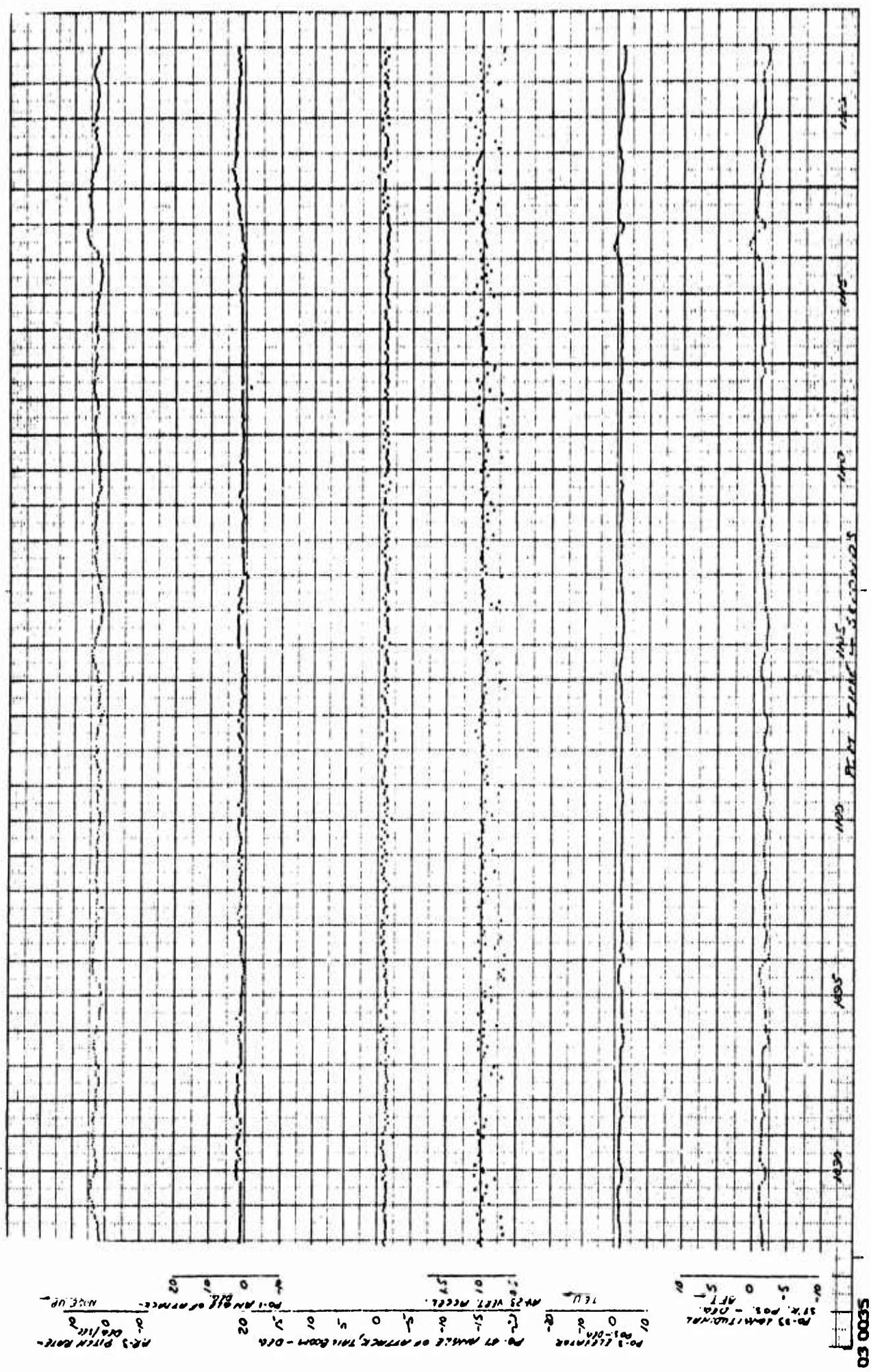


Figure A-13 Left to Right Roll Rudder Fixed, A/C No. 62-4506, Test 56.0F,  $H_i \approx 6,000$  Feet,  $V_i \approx 75$  Knots,  $\beta_{V \text{ Indicated}} \approx 40^\circ$  Sheet 2 of 3



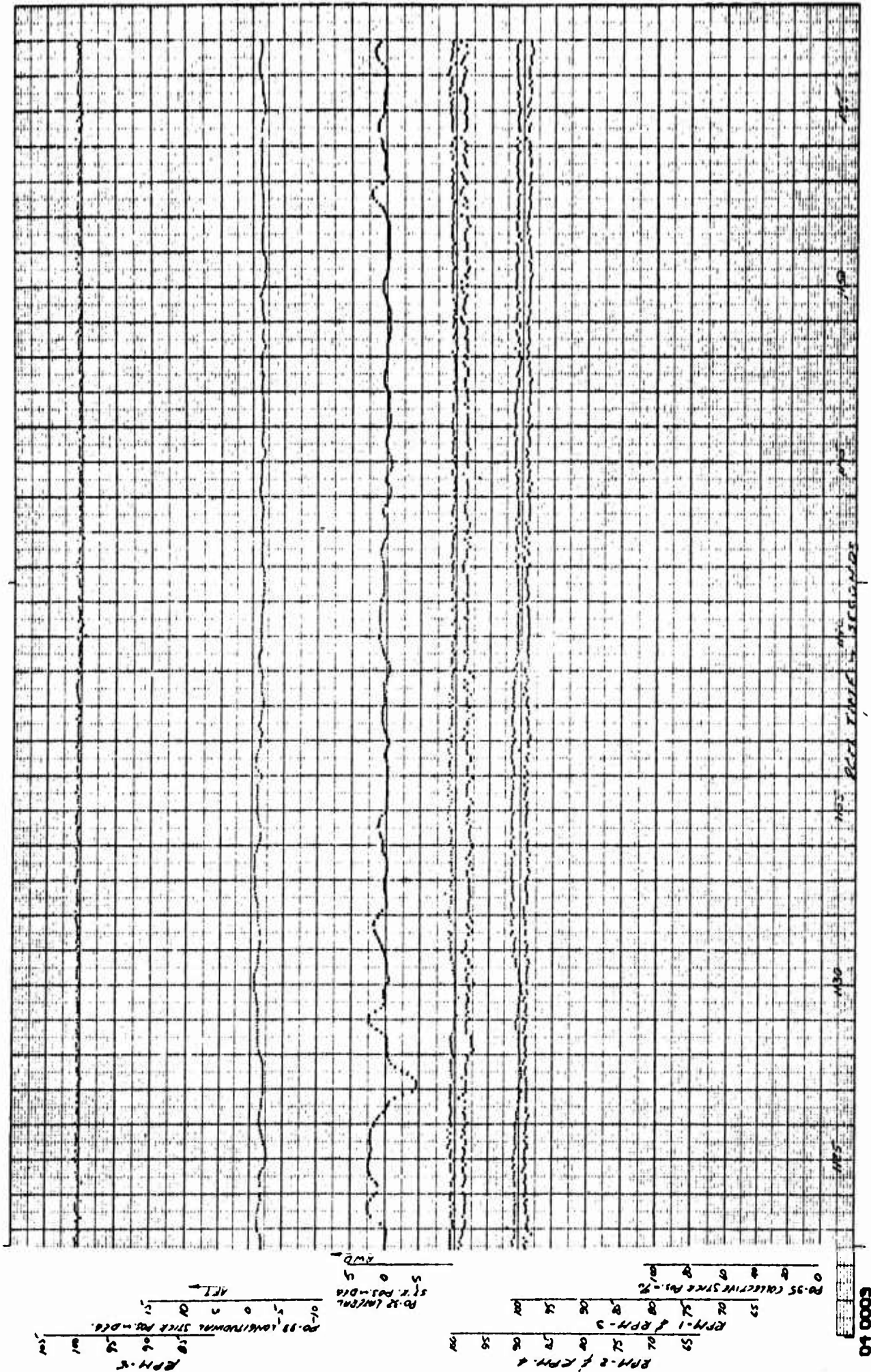


Figure A-14 Right to Left Roll Coordinated Rudder, A/C No. 62-4506, Test 56.0F,  $H_1 \approx 6,000$  Feet,  $V_1 \approx 75$  Knts,  $\beta_V$  Indicated  $\approx 40^\circ$  Sheet 1 of 3



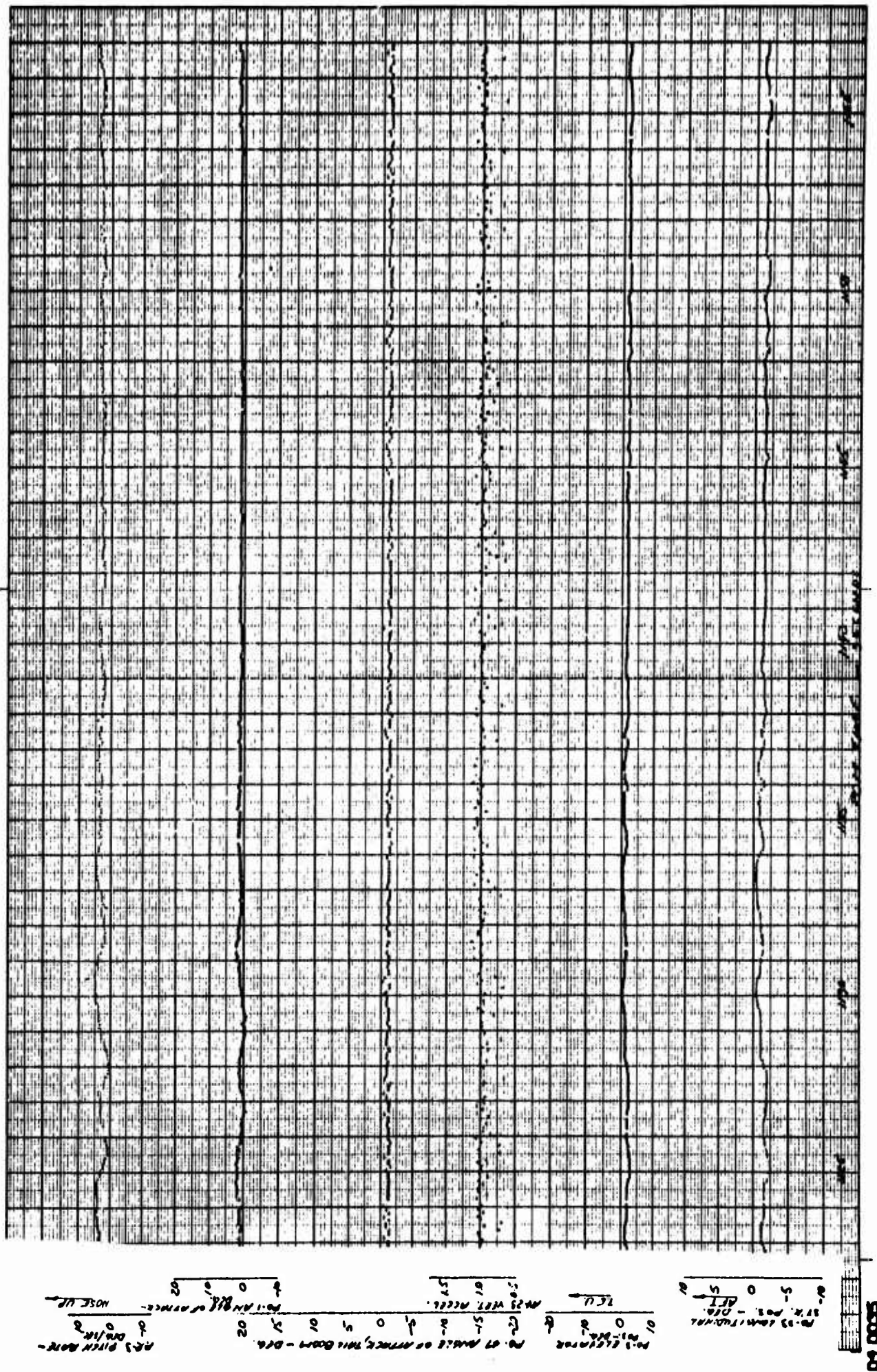


Figure A-14 Right to Left Roll Coordinated Rudder, A/C No. 62-4506, Test 56.0F,  $H_1 \approx 6,000$  Feet,  $V_1 \approx 75$  Knots,  $\beta$  Indicated  $\approx 40^\circ$  Sheet 2 of 3

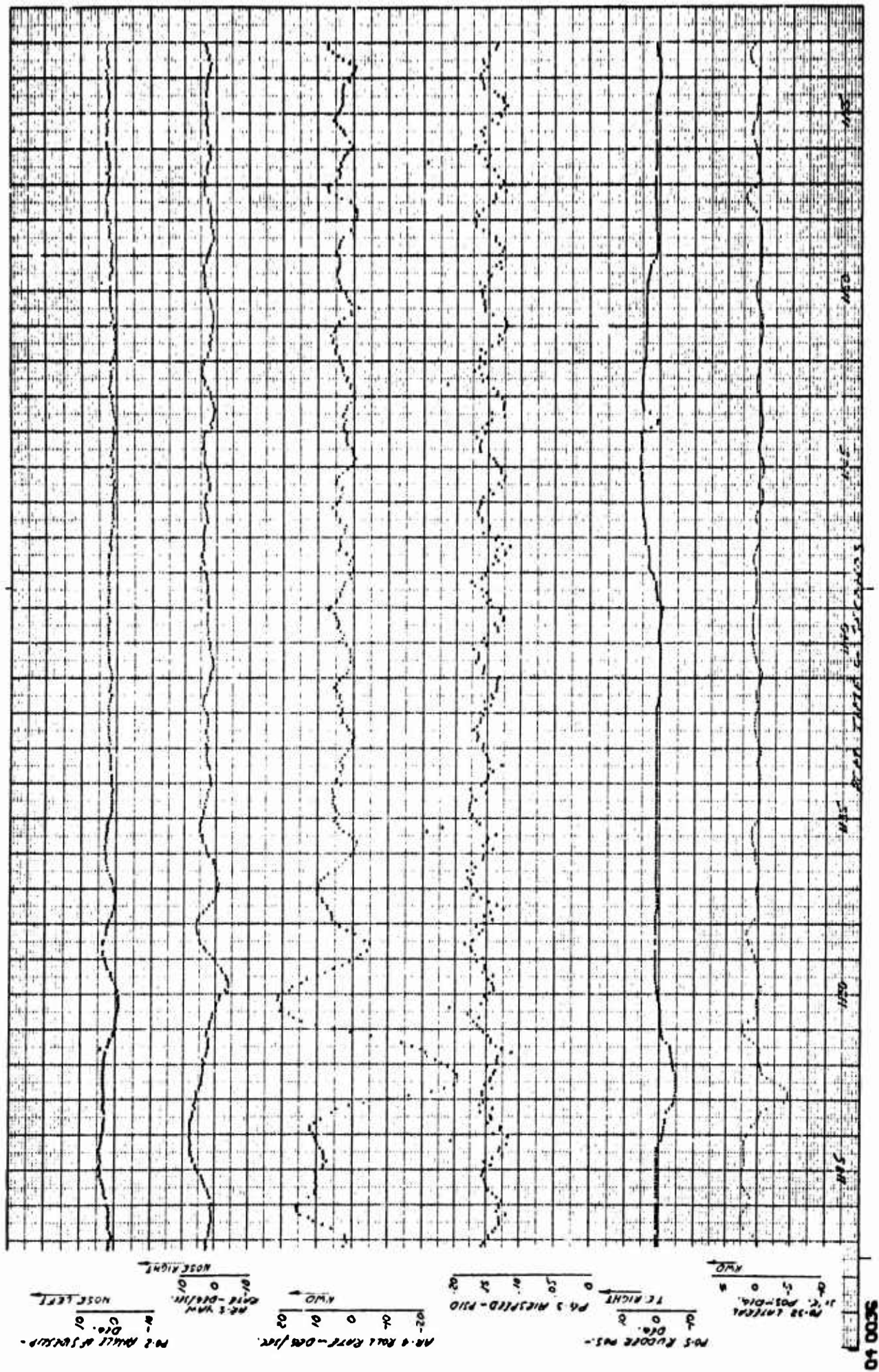


Figure A-14 Right to Left Roll Coordinated Rudder, A/C No. 62-4506, Test 56.0F,  $H_1 \approx 6,000$  Feet,  $V_1 \approx 75$  Knots,  $\beta_{\text{Indicated}} \approx 40^\circ$  Sheet 3 of 3



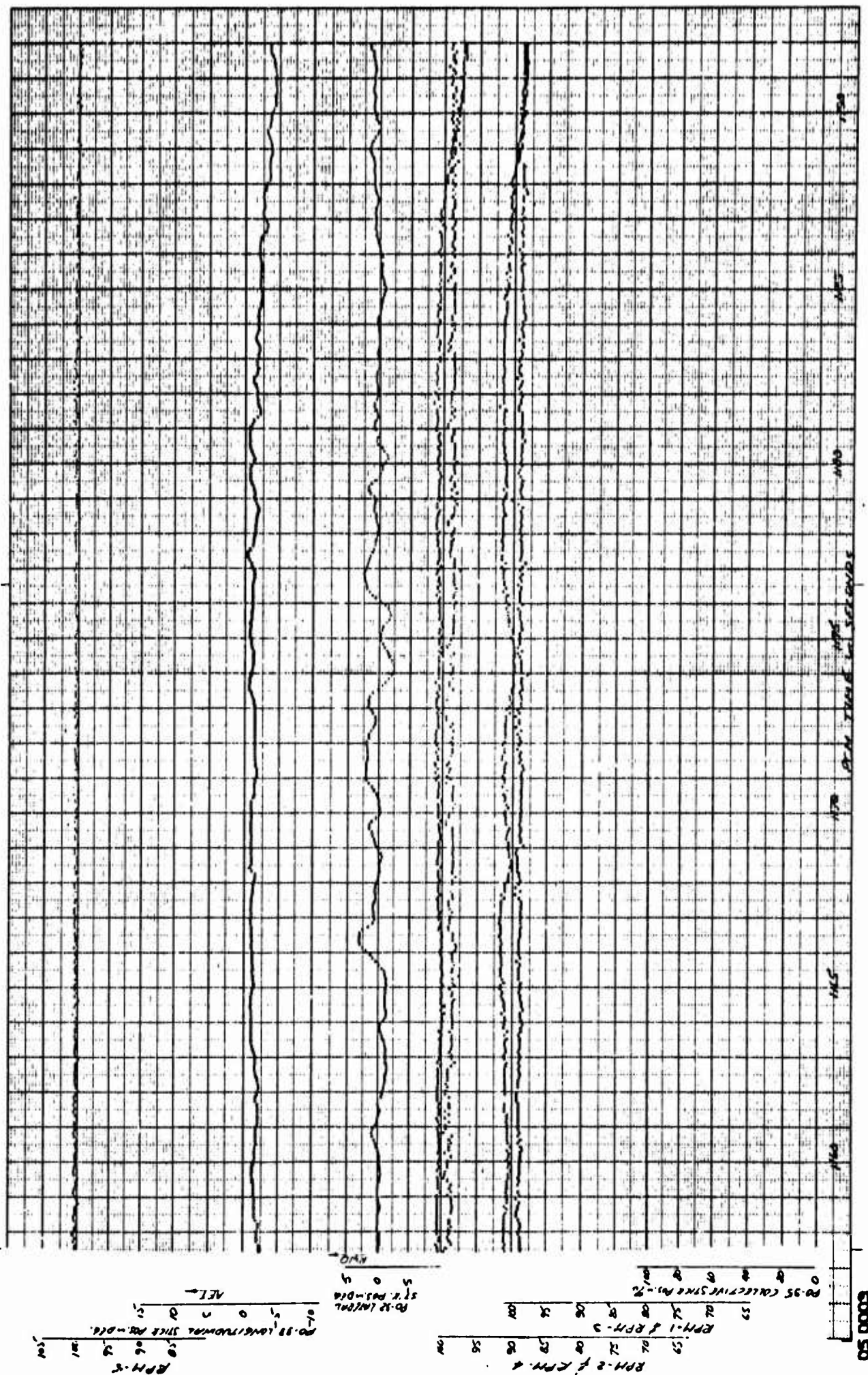
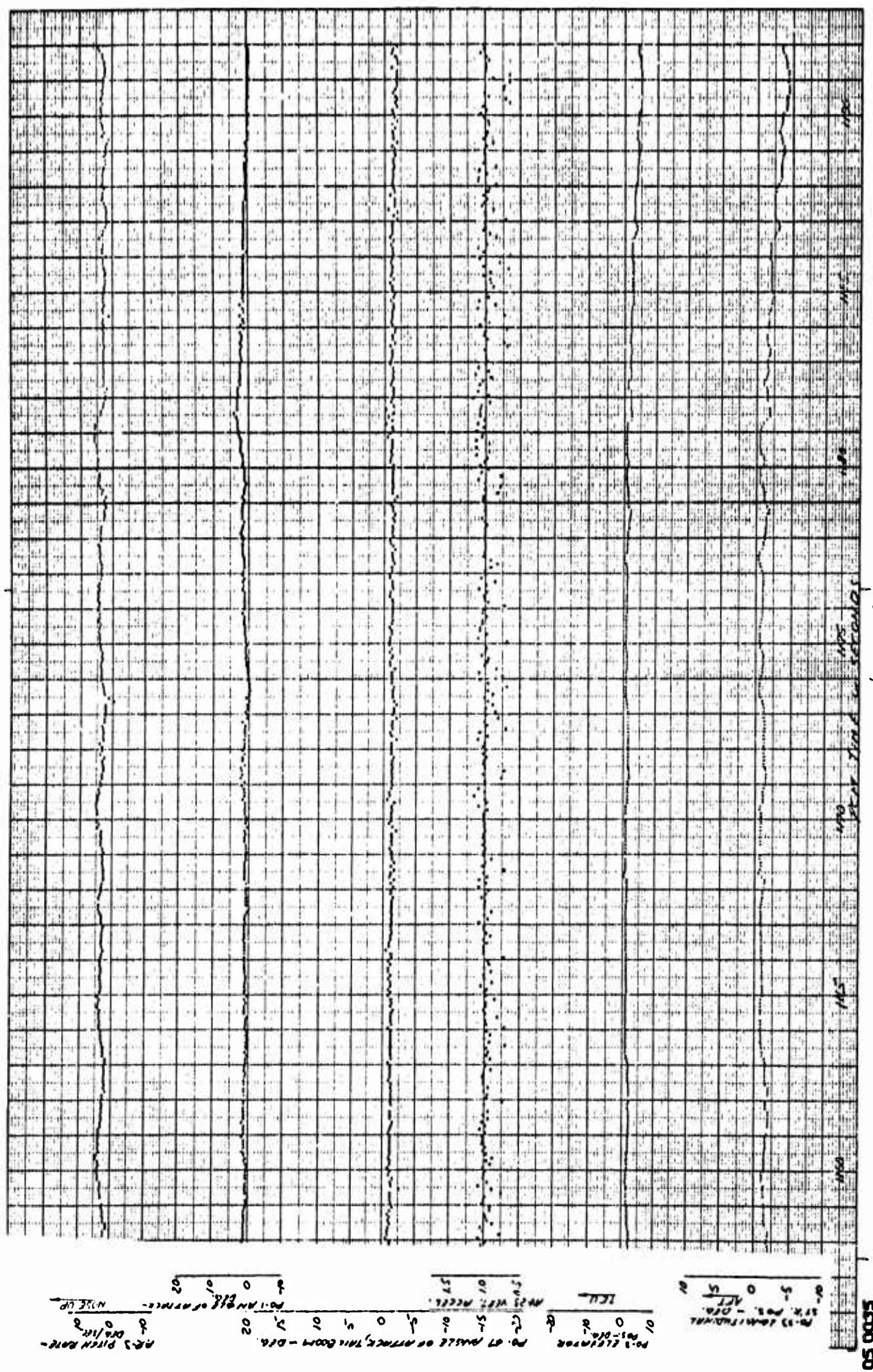


Figure A-15 Left to Right Roll Coordinated Rudder, A/C No. 62-4506, Test 56.0F,  $H_i \approx 6,000$  Feet,  $V_i \approx 75$  Knots,  $\beta$  Indicated  $\approx 40^\circ$  Sheet 1 of 3





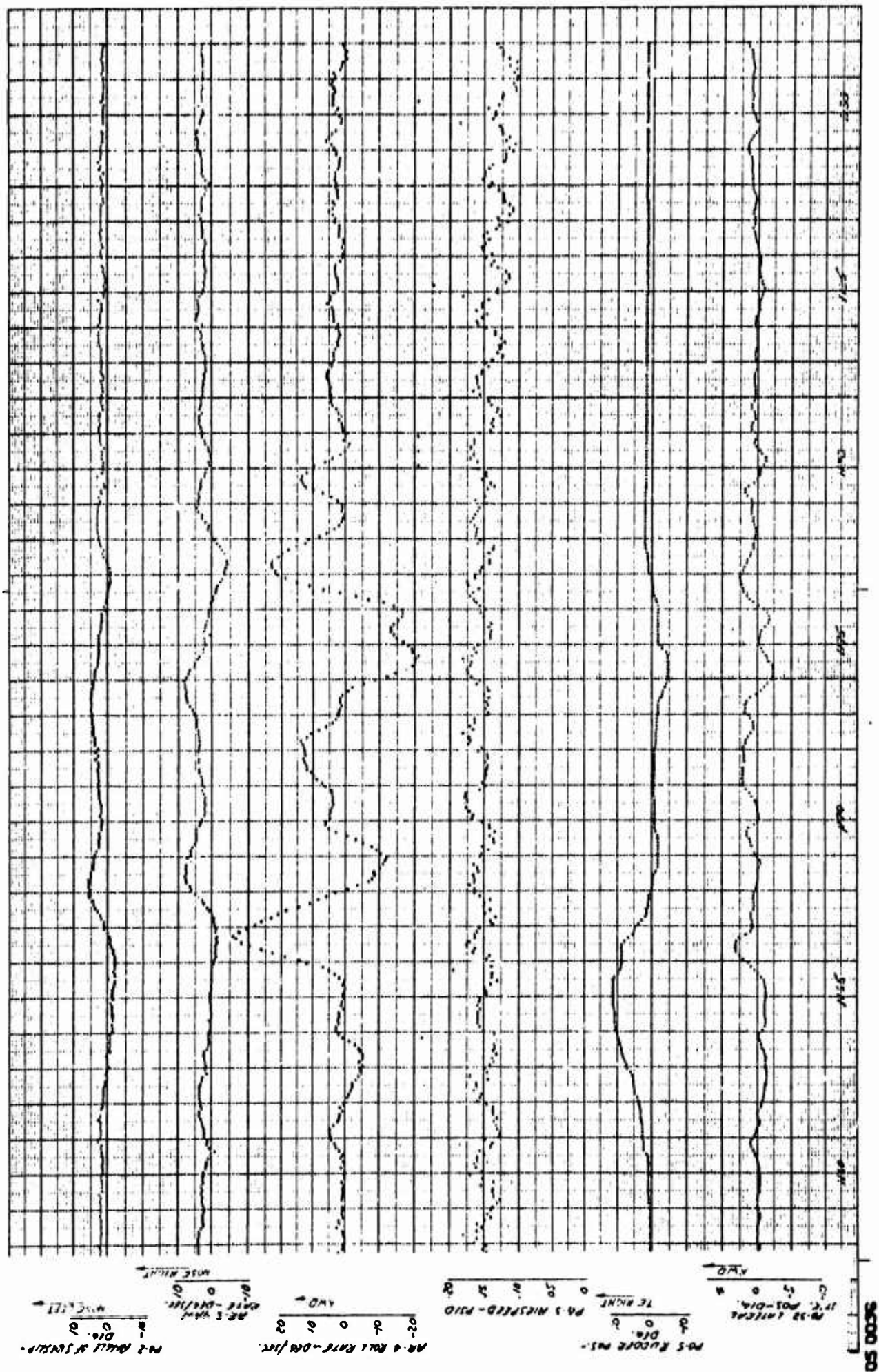
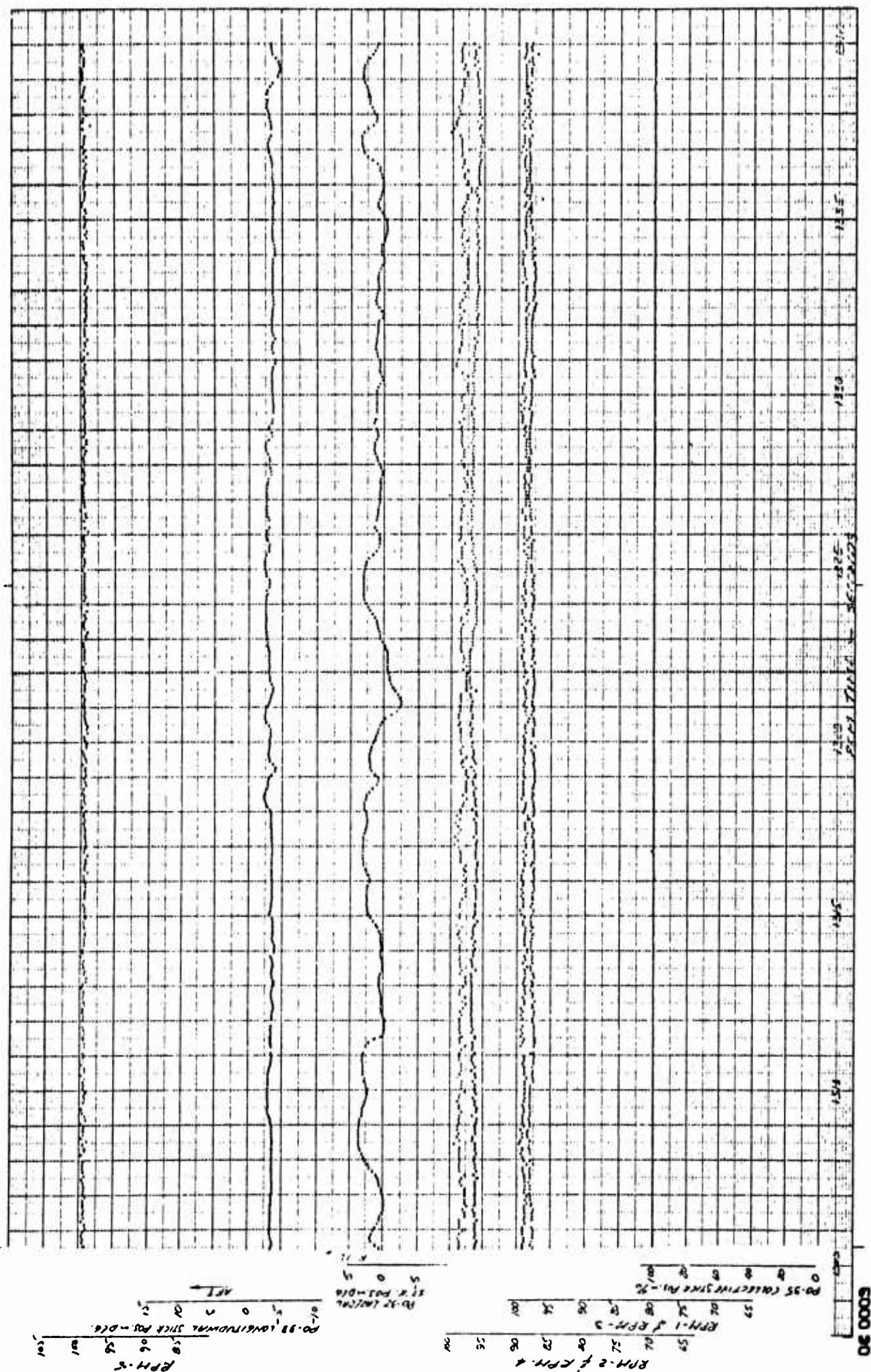


Figure A-15 Left to Right Roll Coordinated Rudder, A/C No. 62-4506, Test 56.0F,  $H_i \approx 6,000$  Feet,  $V_i \approx 75$  Knots,  $\beta$  Indicated  $\approx 40^\circ$  Sheet 3 of 3



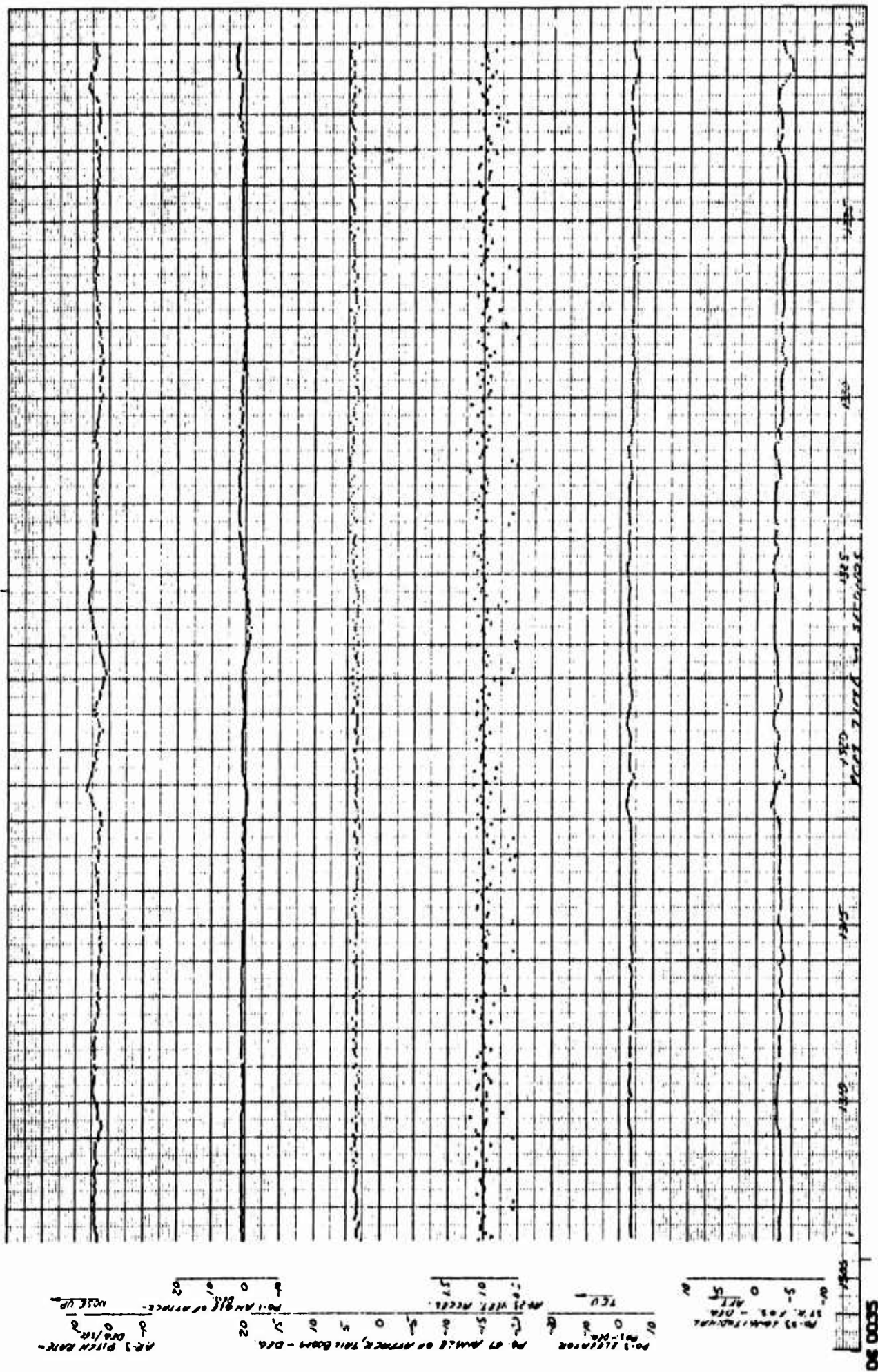


Figure A-16 Bank to Bank Rolls Fixed and Coordinated Rudder, A/C No. 62-4506, Test 56.0F,  $H_1 \approx 6,000$  Feet,  $V_1 \approx 60$  Knots,  $\beta_{\text{indicated}} \approx 30^\circ$  Sheet 2 of 3



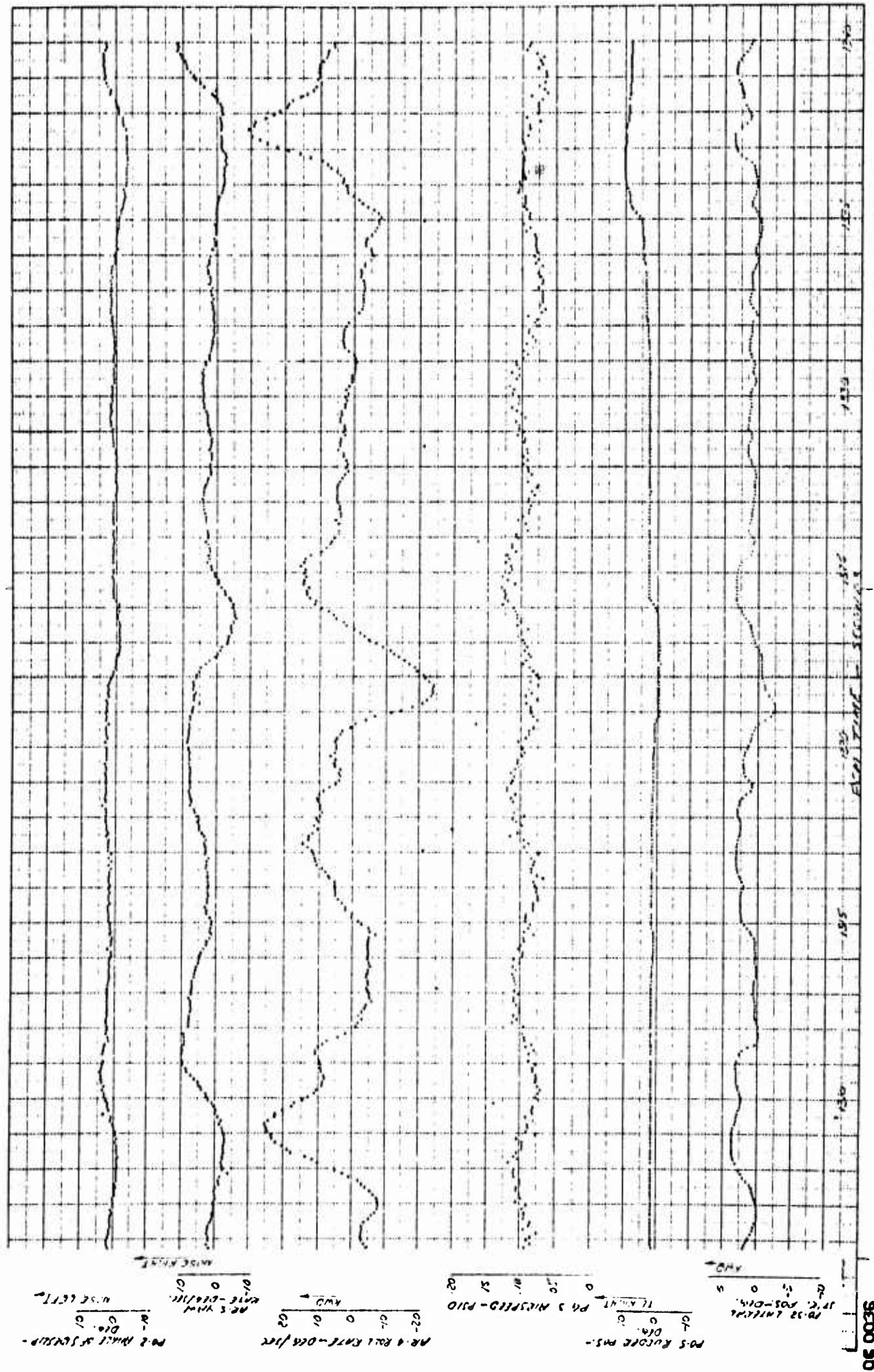


Figure A-16 Bank to Bank Rolls Fixed and Coordinated Rudder, A/C No. 62-4506, Test 56.0F,  $H_1 \approx 6,000$  Feet,  $V_1 \approx 60$  Knots,  $\beta_{\text{Indicated}} \approx 30^\circ$  Sheet 3 of 3

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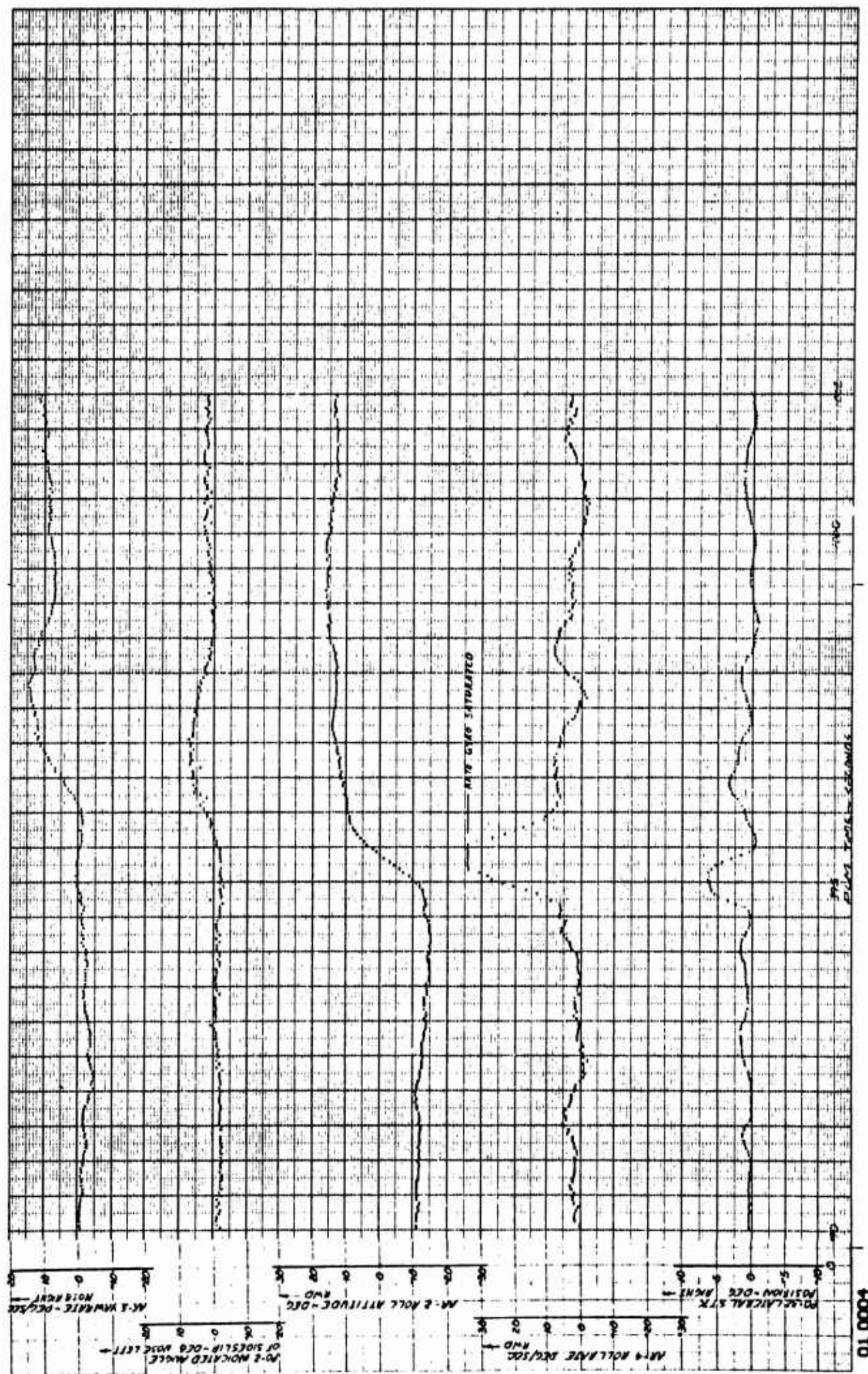


Figure A-17 Left to Right Bank to Bank Roll, A/C No. 62-4506, Test 72.0F,  $H_1 \approx 5,300$  Feet,  $V_1 \approx 50$  Knots,  $\beta_{\text{Indicated}} \approx 18^\circ$



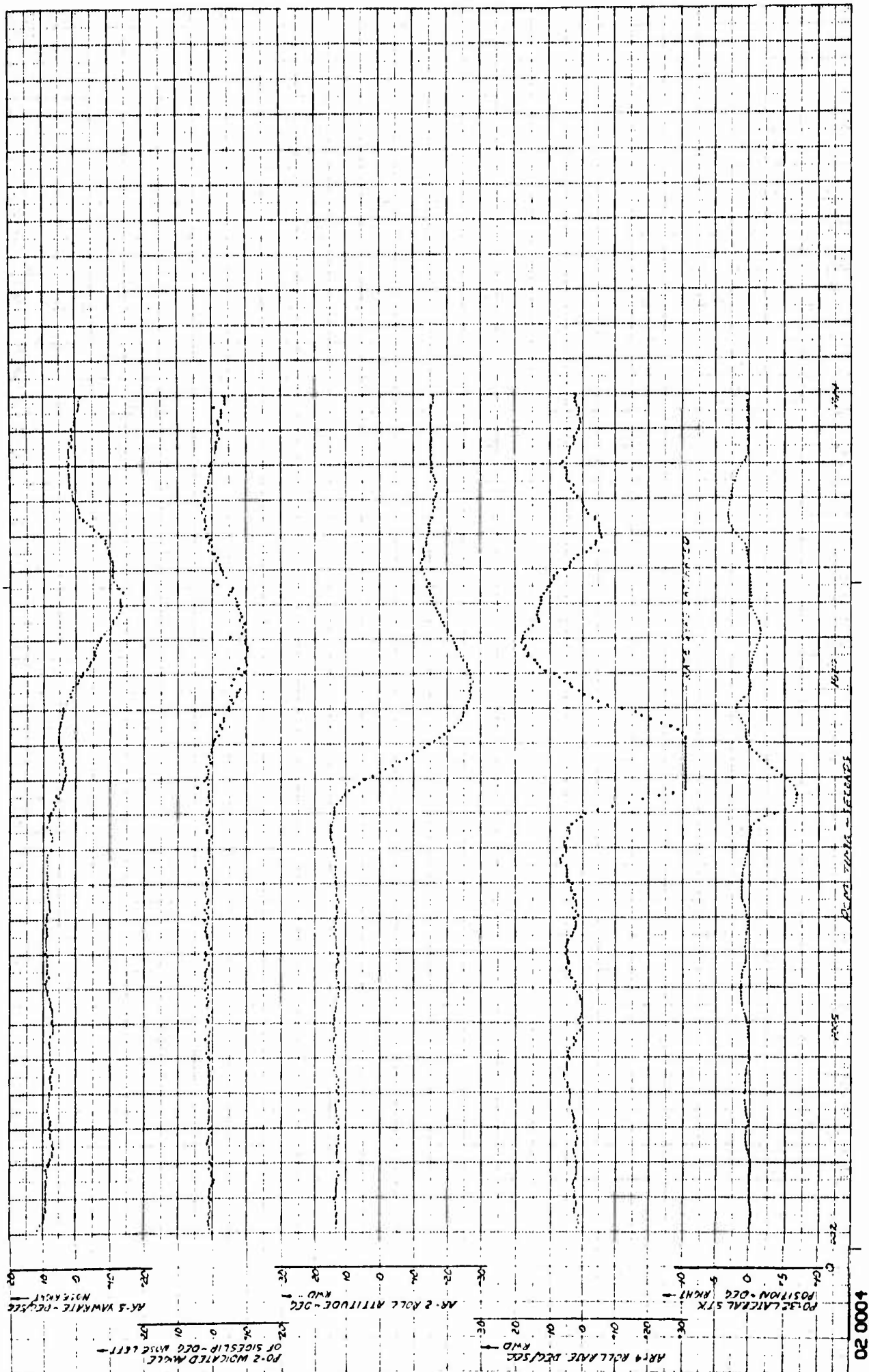


Figure A-18 Right to Left Bank to Bank Roll, A/C No. 62-4506, Test 72.0F,  $H_i \approx 5,300$  Feet,  $V_i \approx 50$  Knots,  $\beta_{V \text{ Indicated}} \approx 18^\circ$

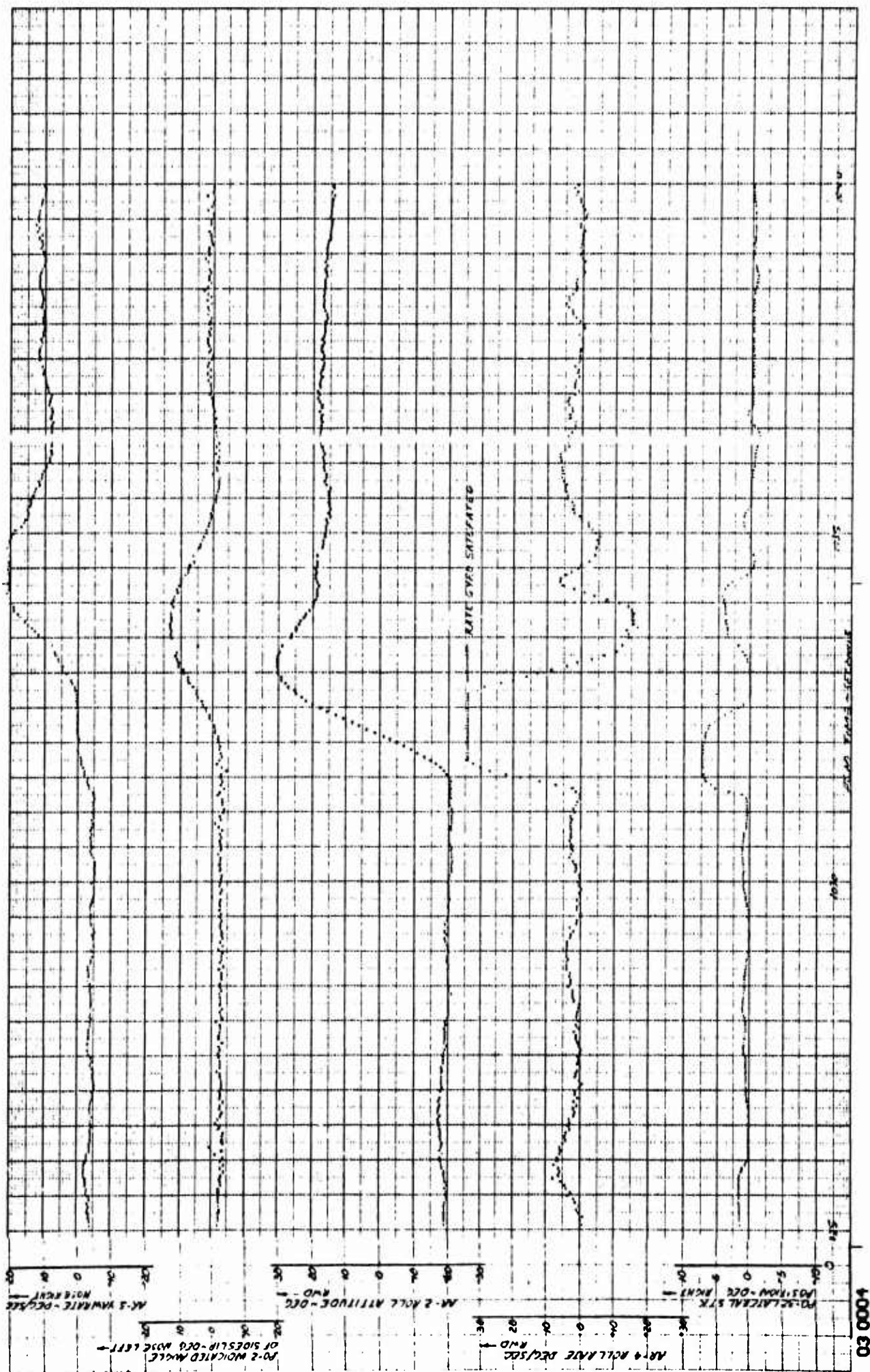


Figure A-19 Left to Right Bank to Bank Roll, A/C No. 62-4506, Test 72.0F,  $H_i \approx 5,300$  Feet,  $V_i \approx 50$  Knots,  $\beta_{V_{\text{Indicated}}} \approx 18^\circ$

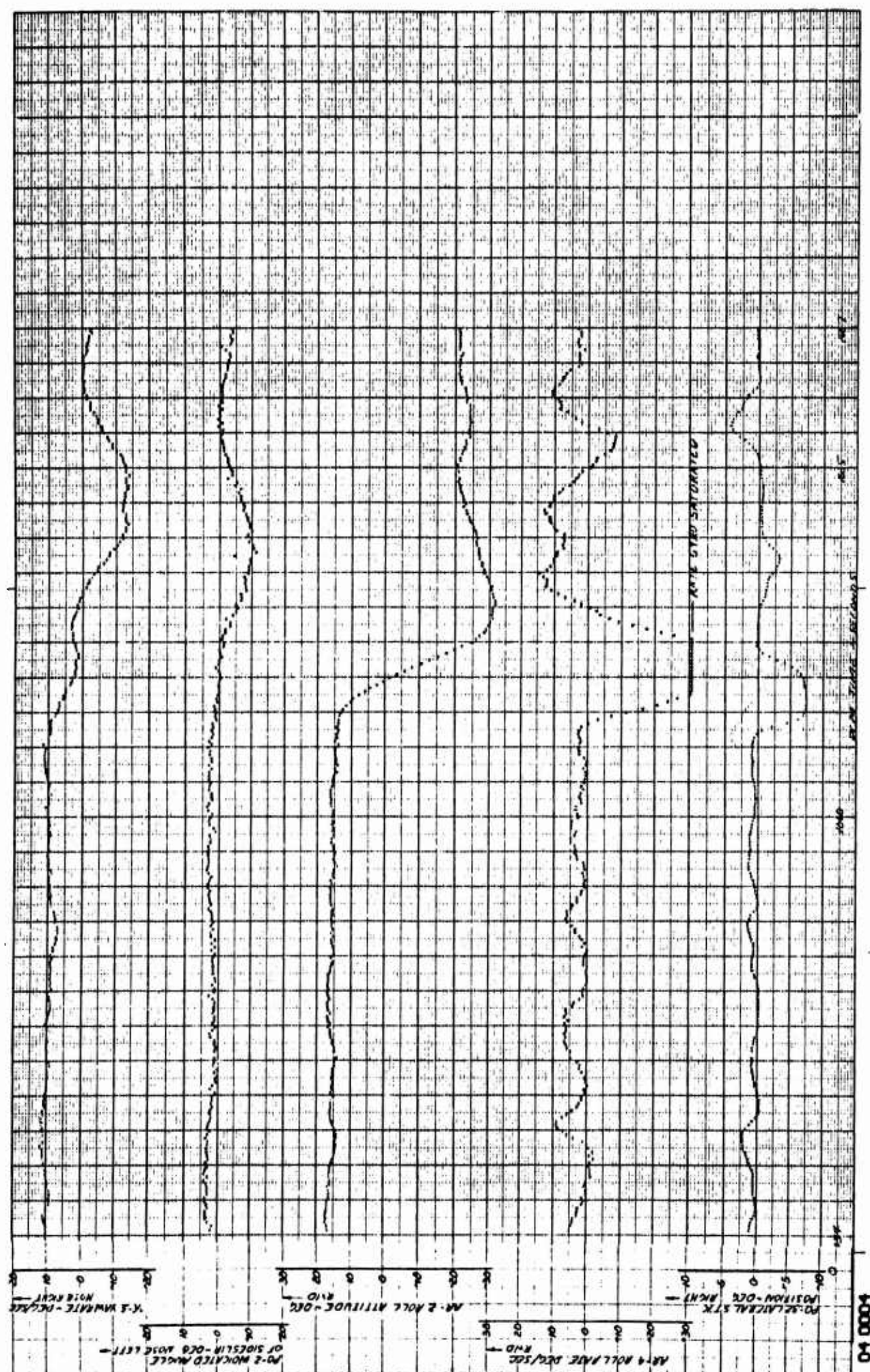


Figure A-20 Right to Left Bank to Bank Roll, A/C No. 62-4506, Test 72.0F,  $H_1 \approx 5,300$  Feet,  $V_1 \approx 50$  Knots,  $\beta_{\text{Indicated}} \approx 18^\circ$



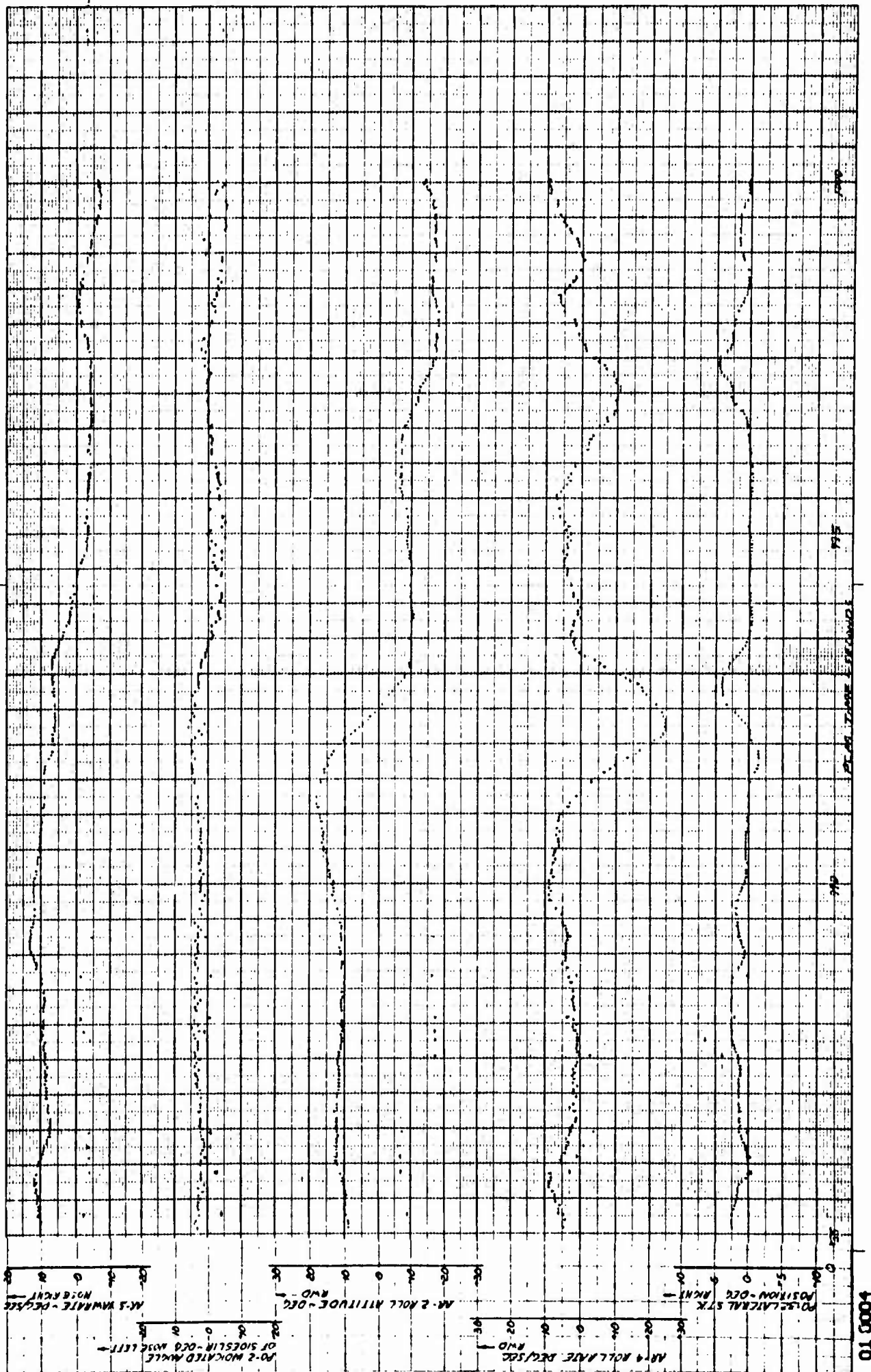


Figure A-21 Right to Left Bank to Bank Roll, A/C No. 62-4506, Test 76.0F,  $H_i \approx 5,300$  Feet,  $V_i \approx 40$  Knots,  $\beta$  Indicated  $\approx 11^\circ$

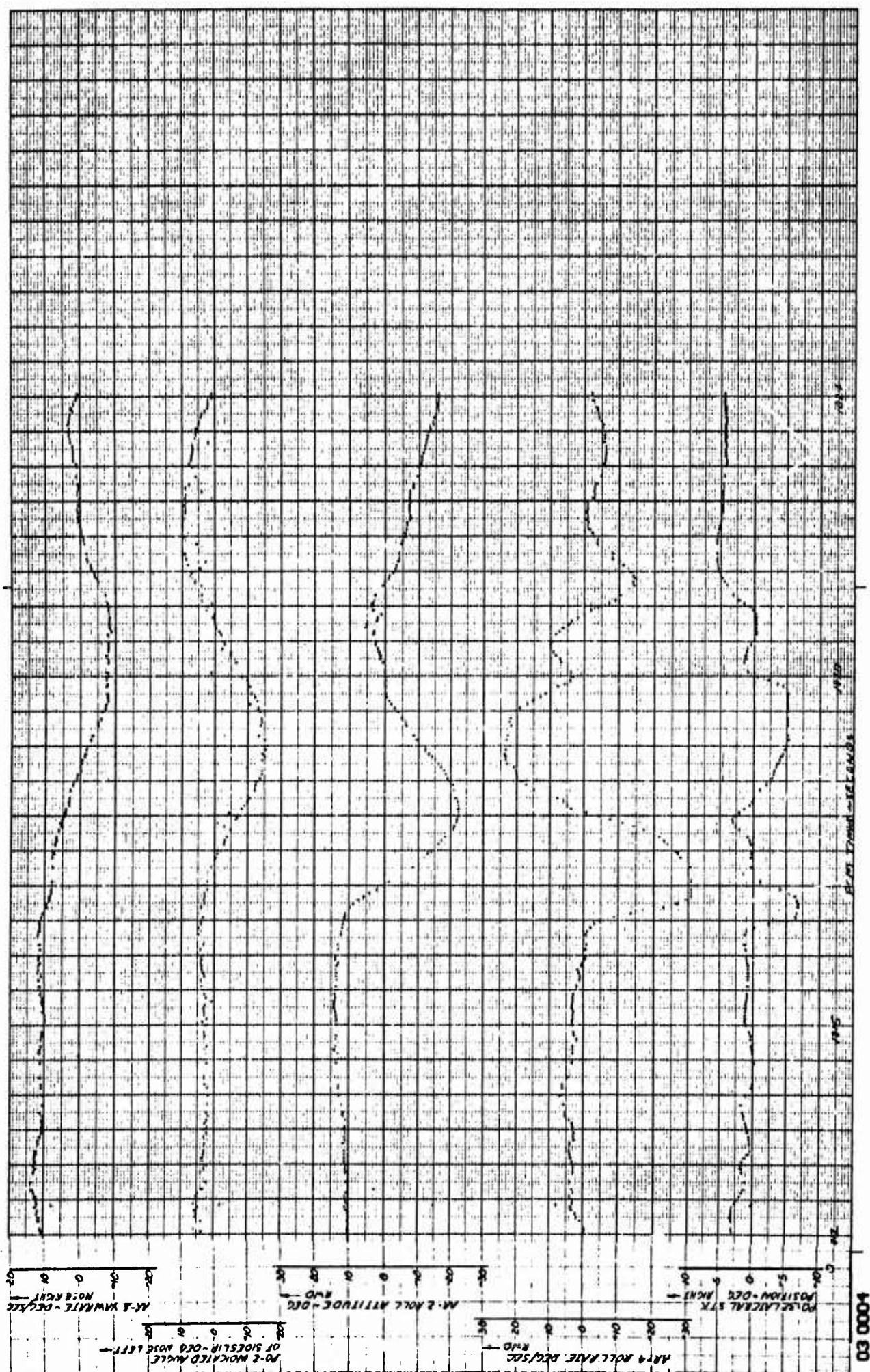


Figure A-22 Right to Left Bank to Bank Roll, A/C No. 62-4506, Test 76.0F,  $H_i \approx 5,300$  Feet,  $V_i \approx 40$  Knots,  $\beta$  Indicated  $\approx 11^\circ$



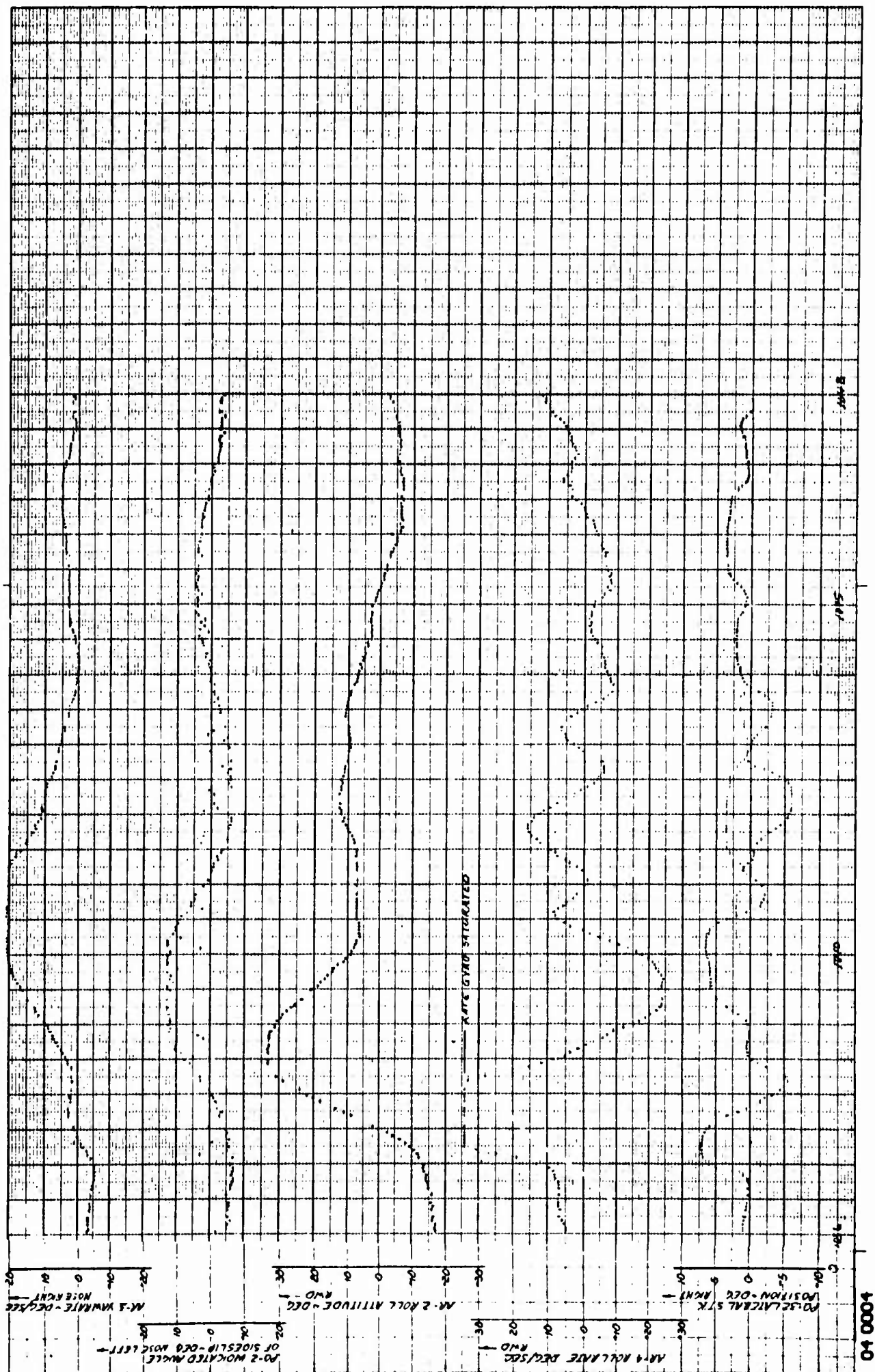


Figure A-23 Left to Right Bank to Bank Roll, A/C No. 62-4506, Test 76.0F,  $H_1 \approx 5,300$  Feet,  $V_1 \approx 40$  Knots,  $\beta_{\text{indicated}} \approx 11^\circ$

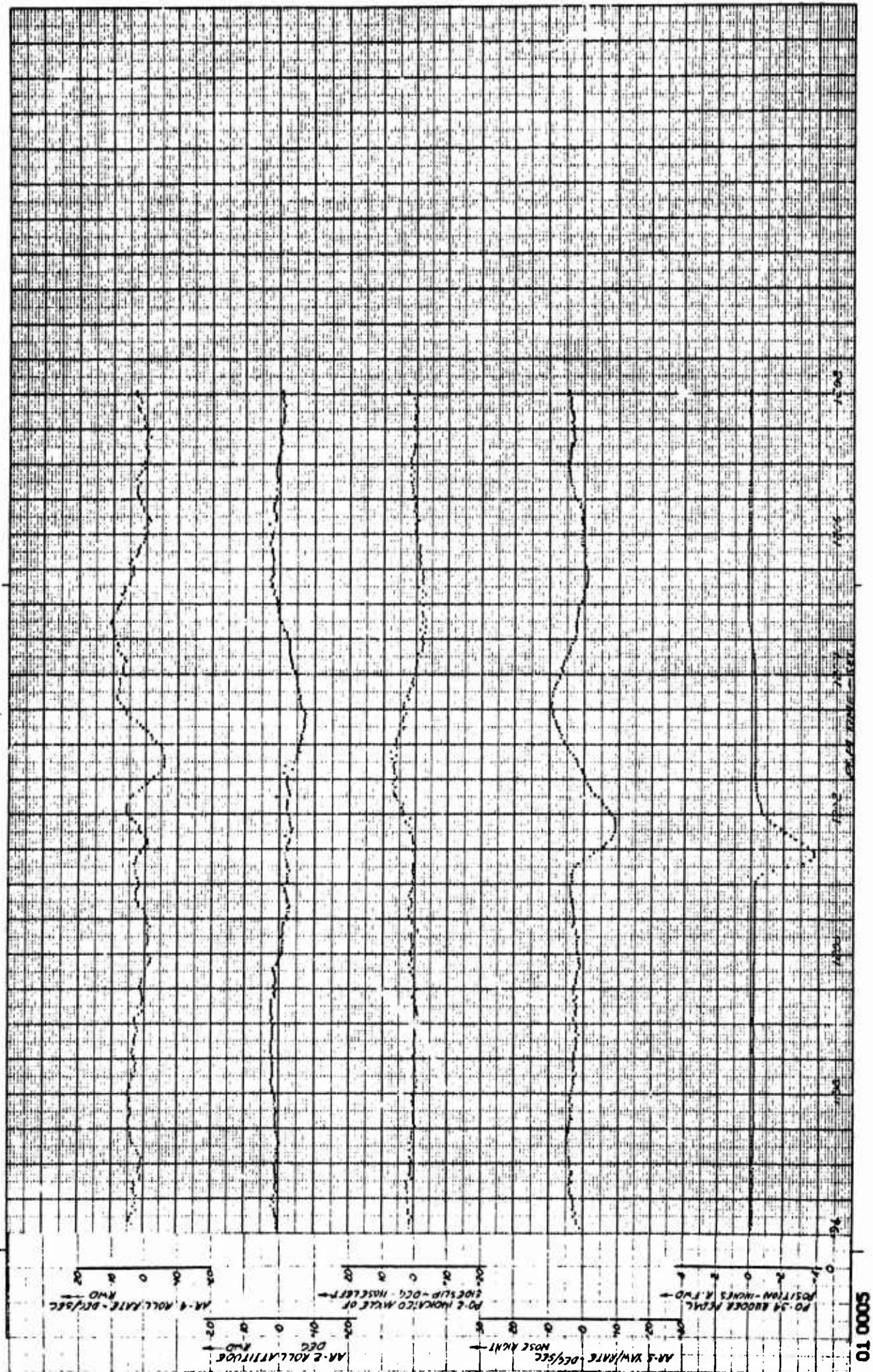


Figure A-24 Directional Control Input, A/C No. 62-4506, Test 73.0F,  $H_1 \approx 5,300$  Feet,  $V_1 \approx 50$  Knots,  $\beta_{V_{\text{Indicated}}} \approx 18.0^\circ$

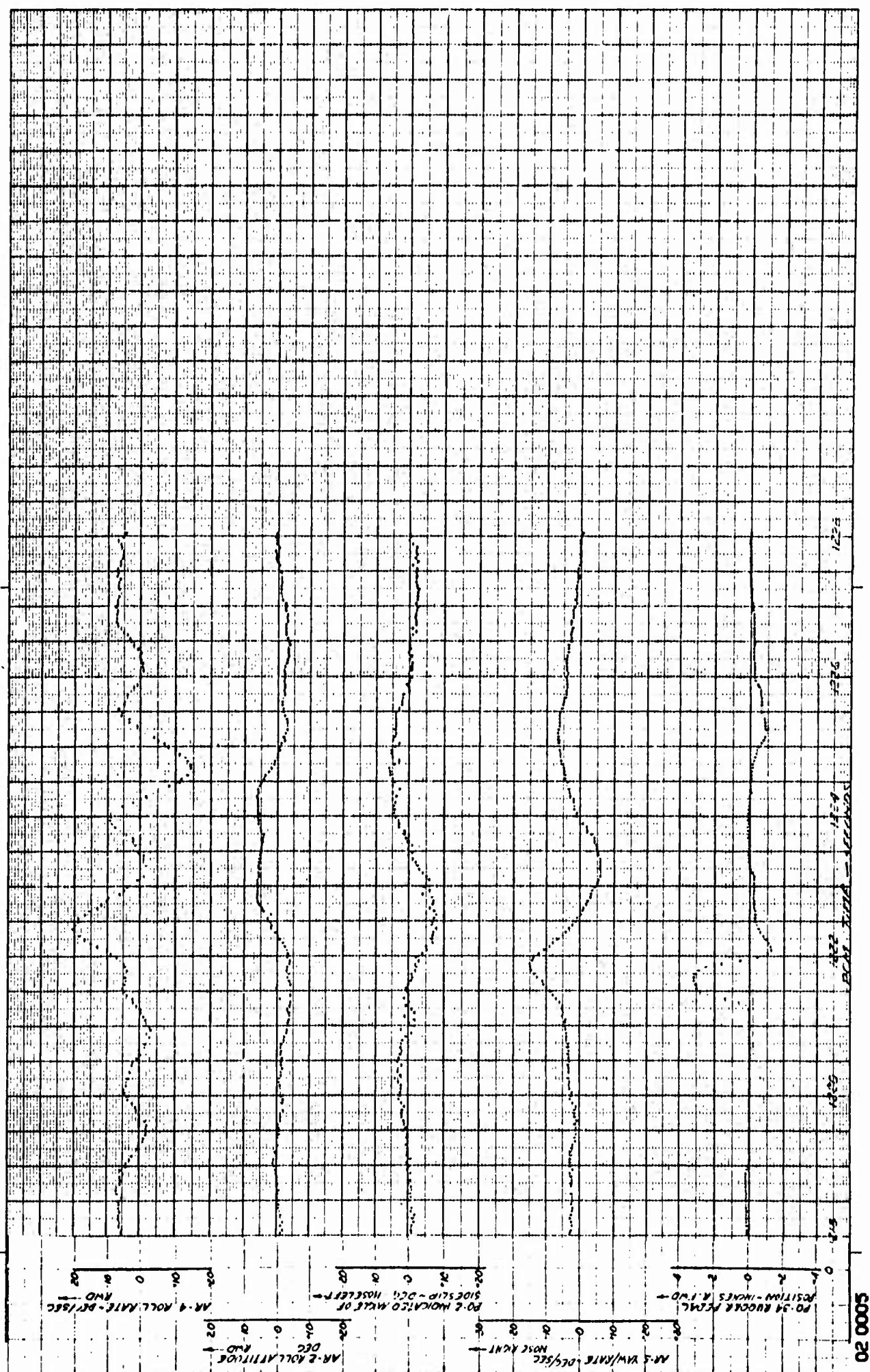
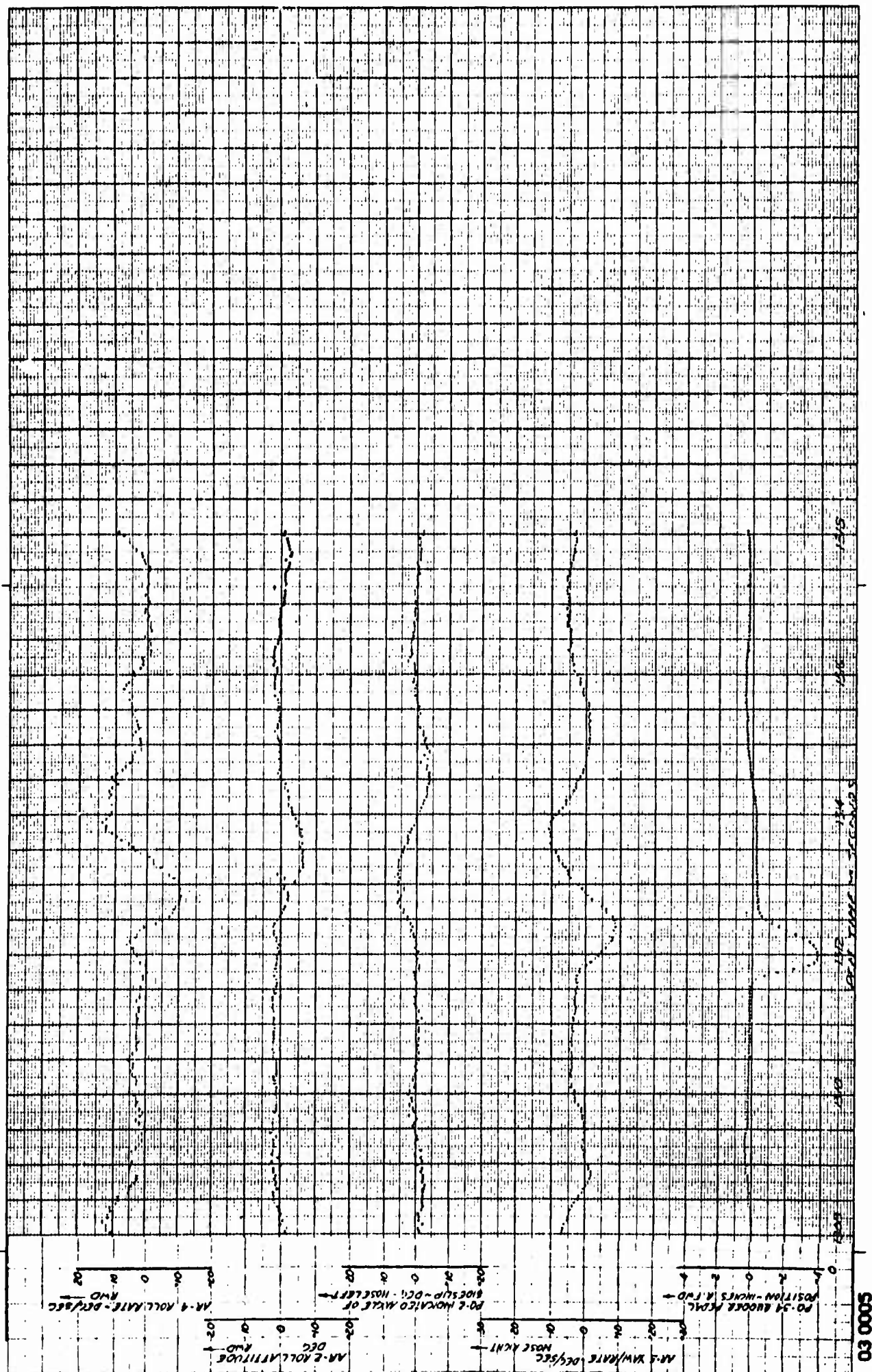
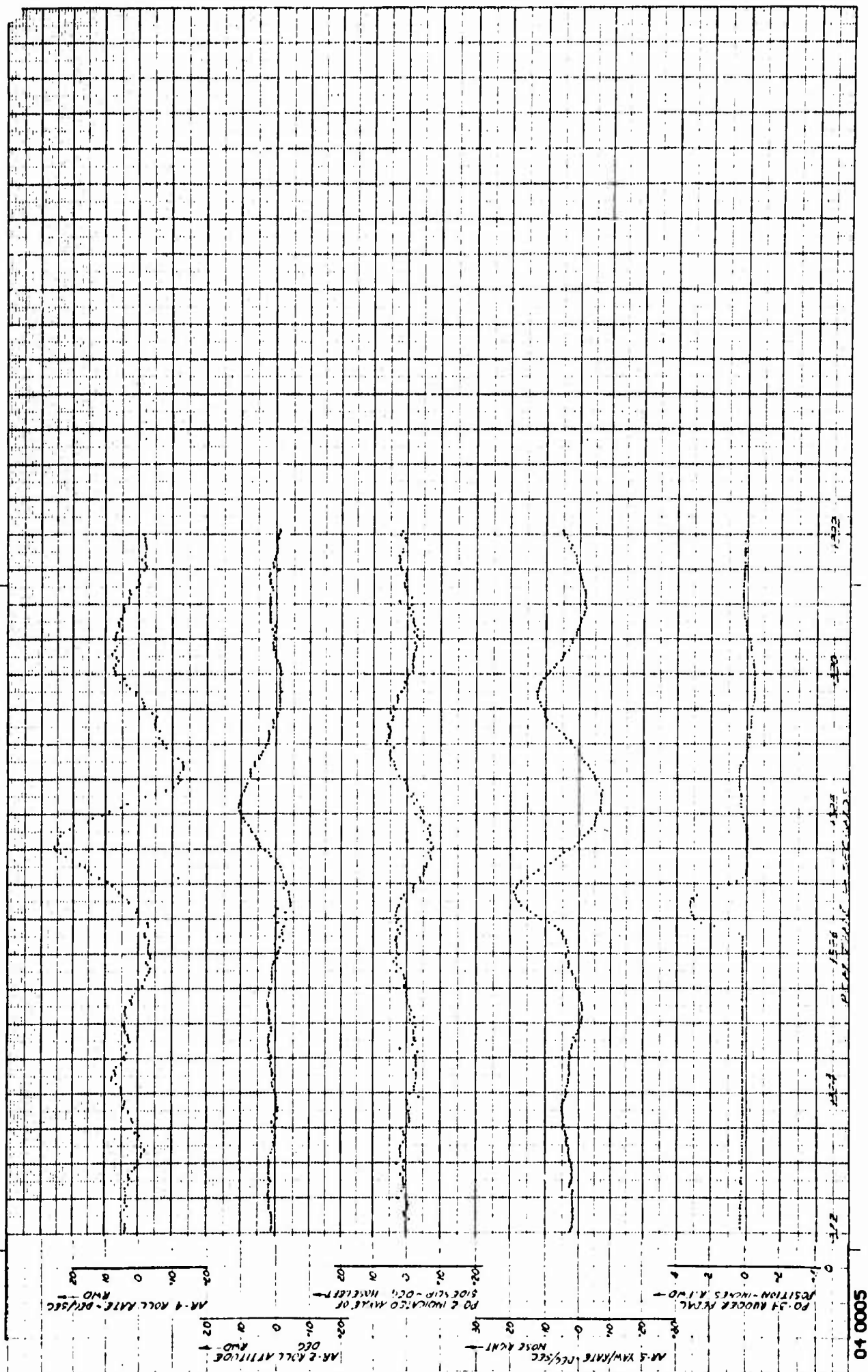


Figure A-25 Directional Control Input, A/C No. 62-4506, Test 73.0F,  $H_i \approx 5,300$  Feet,  $V_i \approx 50$  Knots,  $\beta_{V \text{ Indicated}} \approx 18.0^\circ$







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Figure A-27 Directional Control Input, A/C No. 62-4506, Test 73.0F,  $H_i \approx 5,300$  Feet,  $V_i \approx 60$  Knots,  $\beta_{V\text{Indicated}} \approx 23^\circ$



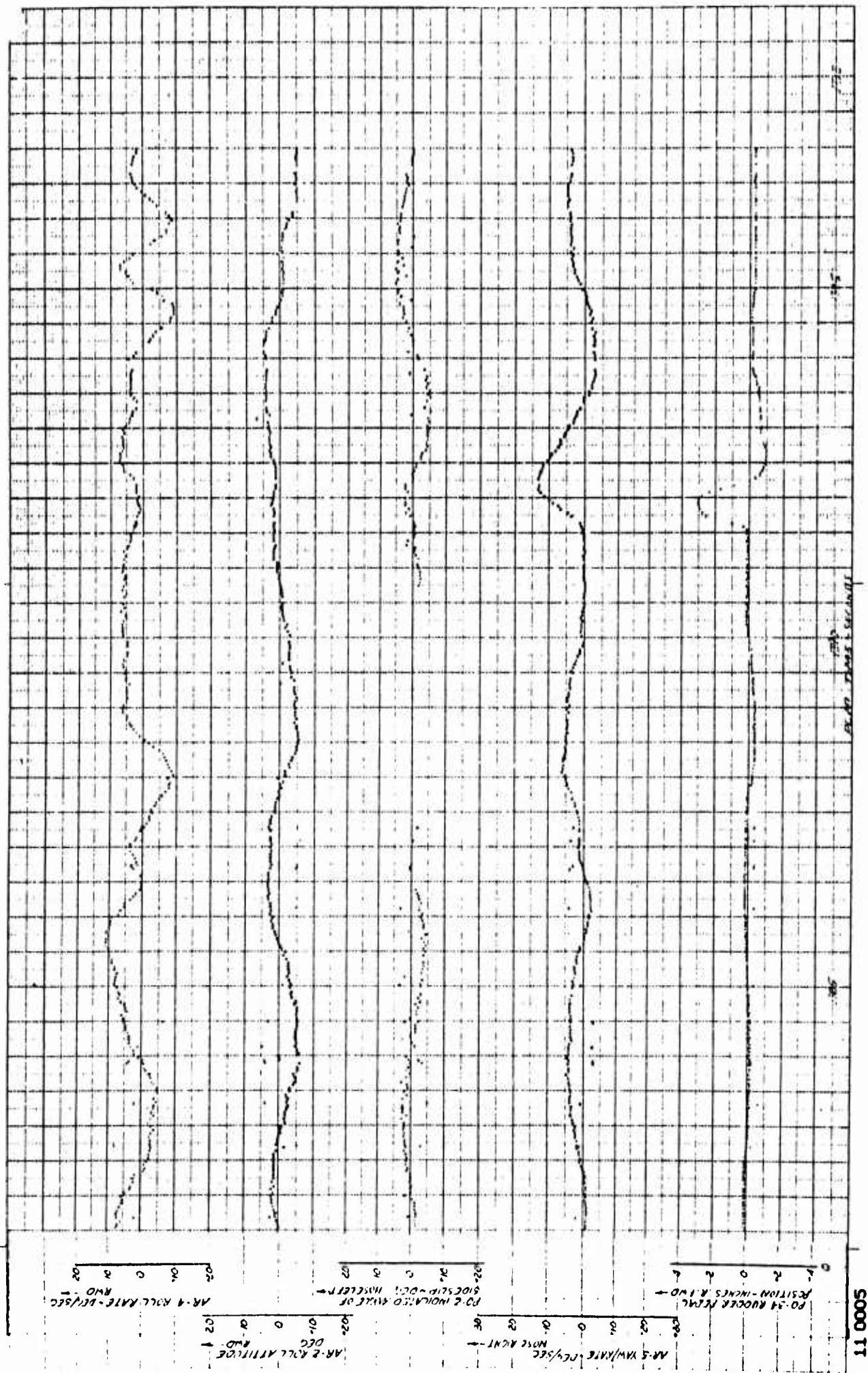
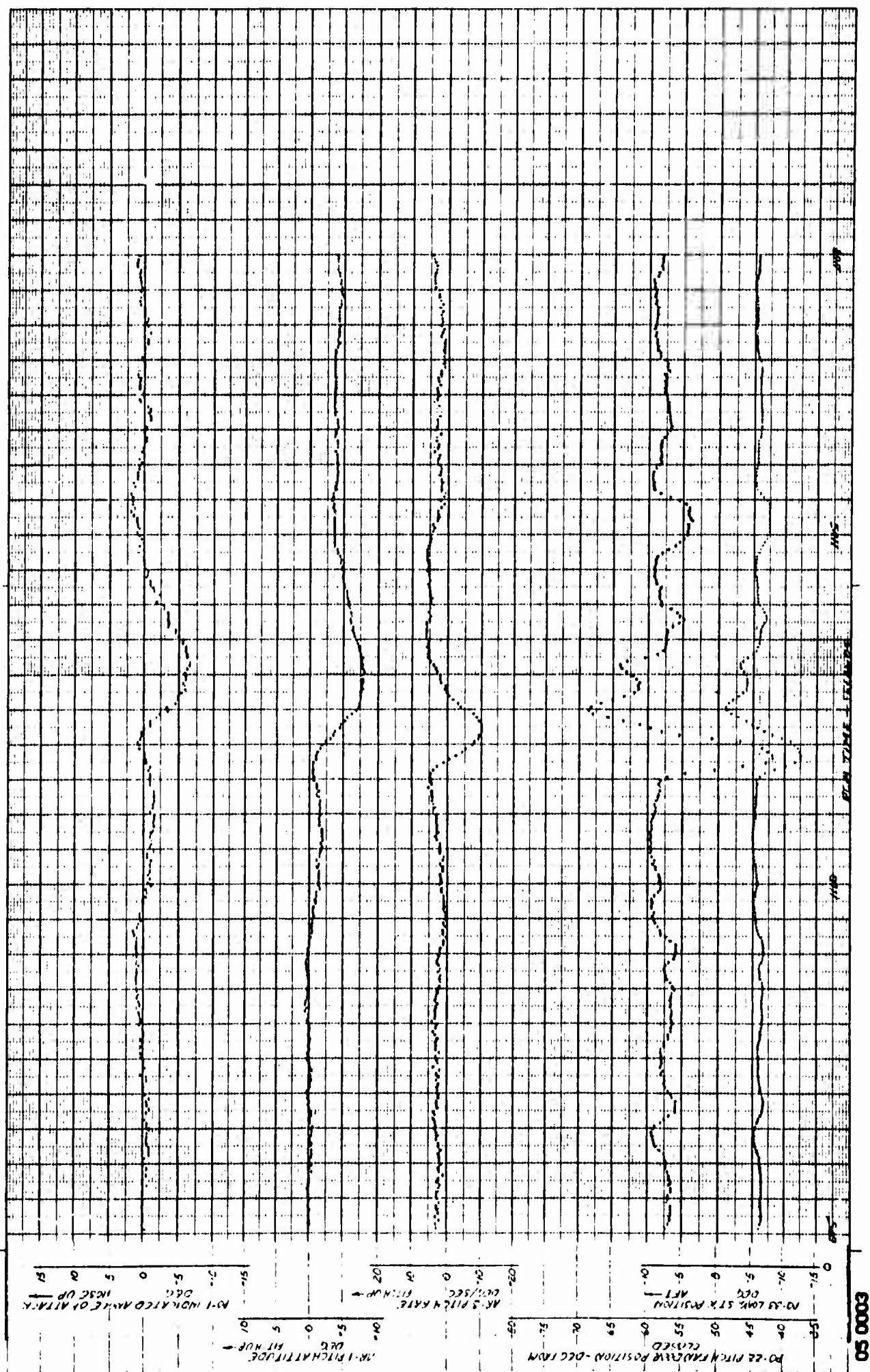


Figure A-28 Directional Control Input, A/C No. 62-4506, Test 76.0F,  $H_i \approx 5,300$  Feet,  $V_i \approx 40$  Knots,  $\beta_{V \text{ Indicated}} \approx 11^\circ$



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Figure A-29 Longitudinal Control Inputs, A/C No. 62-4506, Test 72.0F,  $H_i \approx 5,300$  Feet,  $V_i \approx 50$  Knots,  $\beta^{V_{\text{Indicated}}} \approx 18^\circ$ ,  $i_{H.T.} \approx 17.6^\circ$

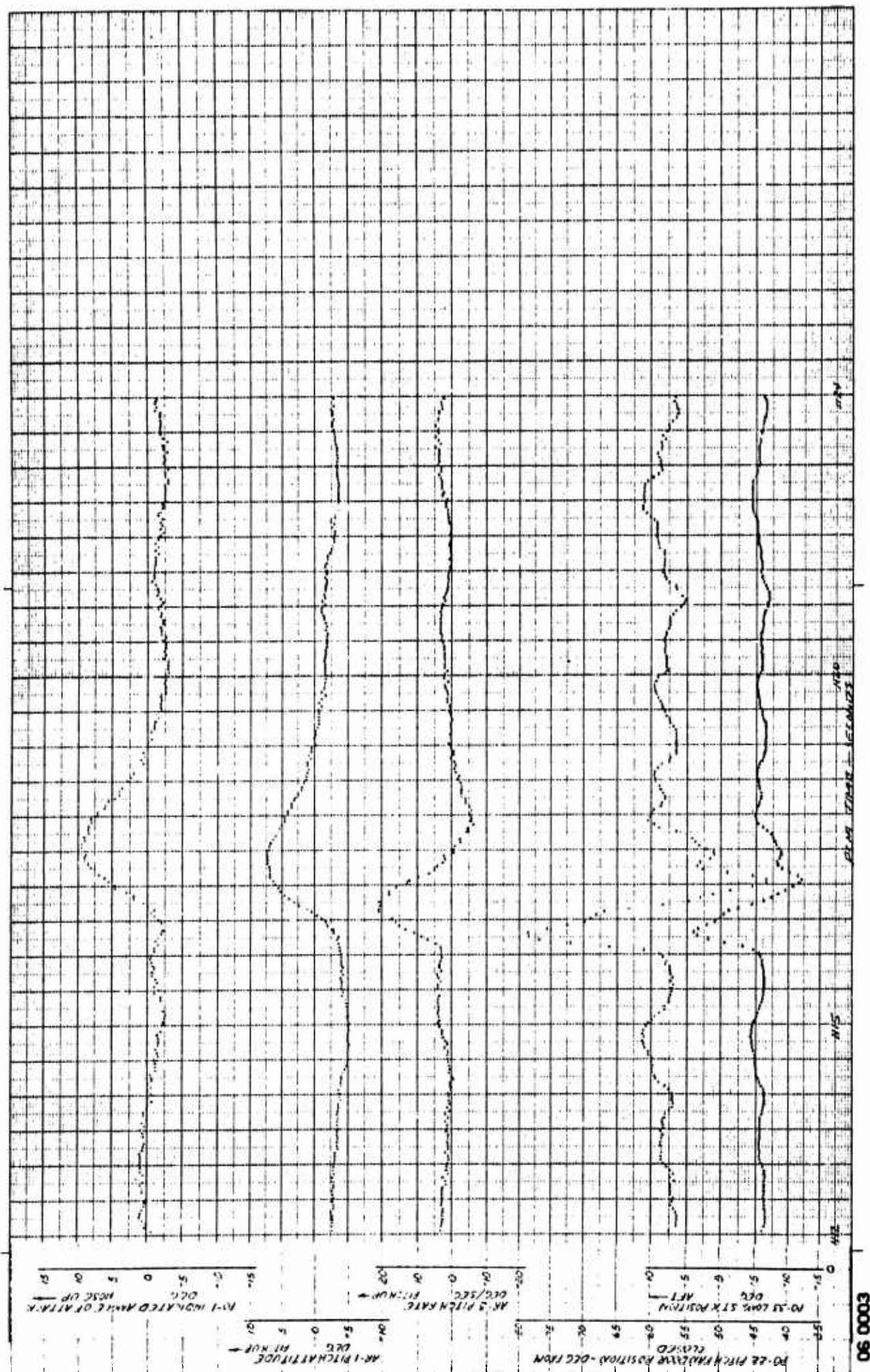


Figure A-30 Longitudinal Control Inputs, A/C No. 62-4506, Test 72.0F,  $H_i \approx 5,300$  Feet,  $V_i \approx 50$  Knots,  $\beta_{\text{Indicated}} \approx 18^\circ$ ,  $i_{H.T.} \approx 17.6^\circ$



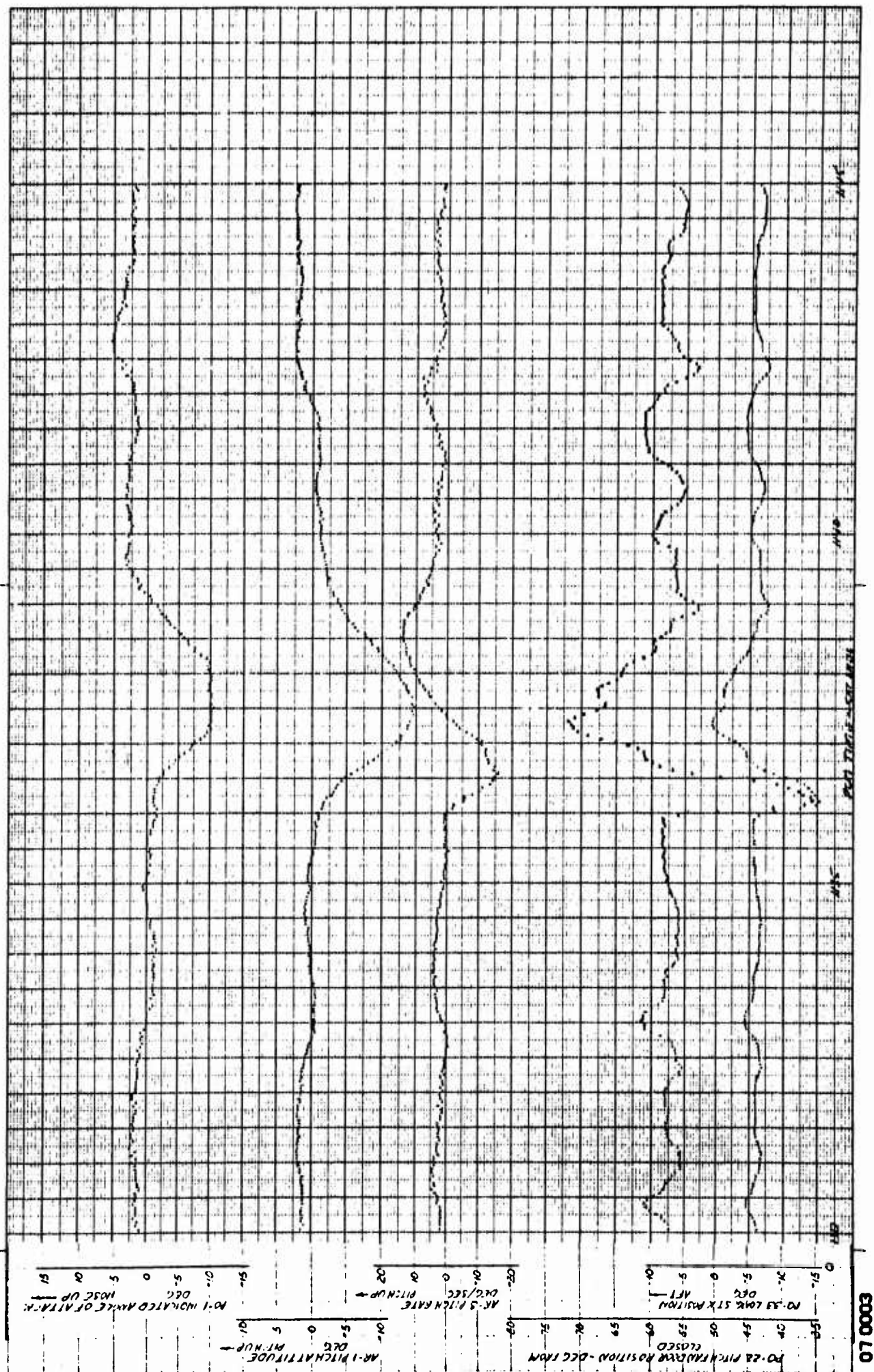
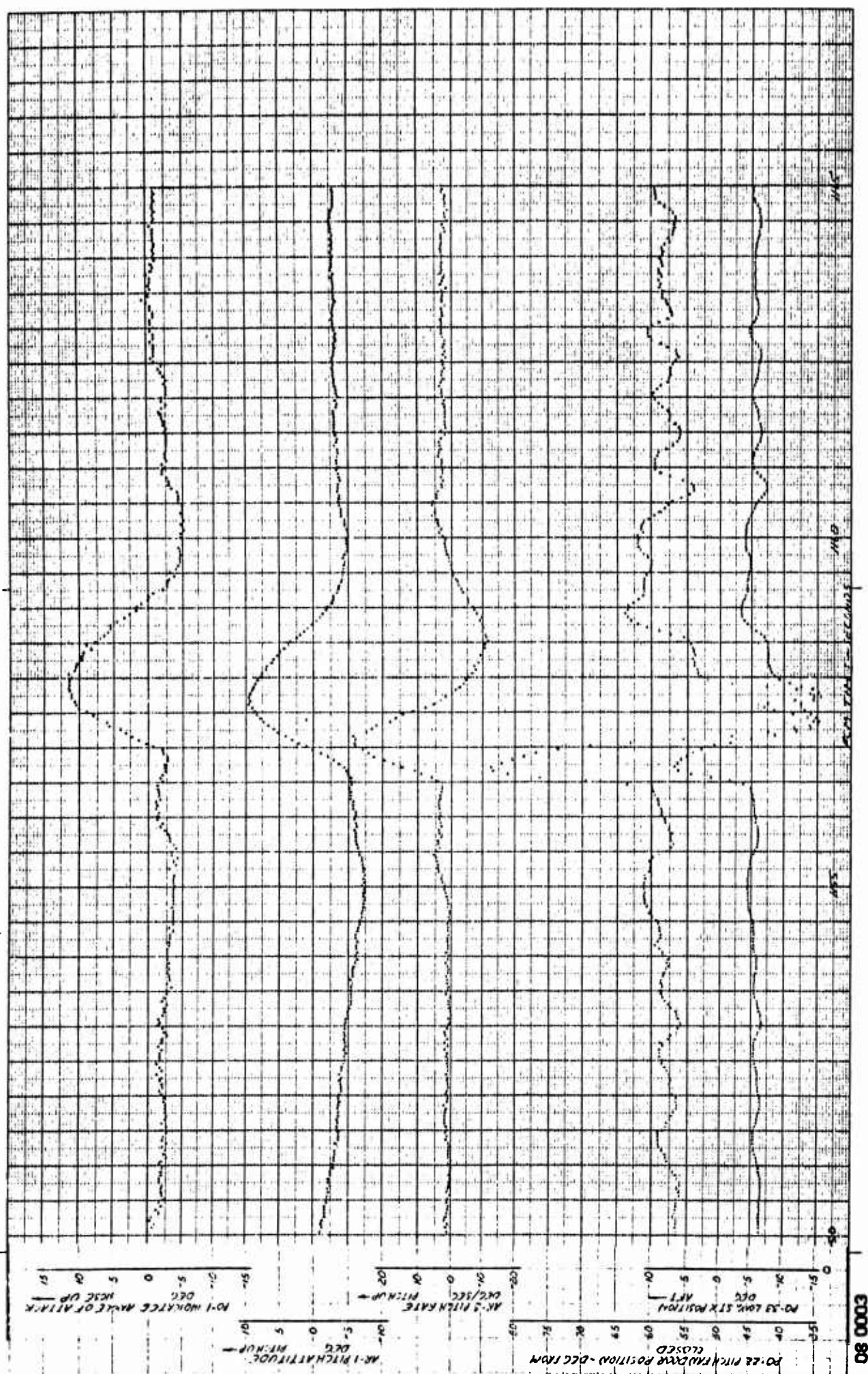


Figure A-31 Longitudinal Control Inputs, A/C No. 62-4506, Test 72.0F,  $H_i \approx 5,300$  Feet,  $V_i \approx 50$  Knots,  $\beta$  Indicated  $\approx 18^\circ$ ,  $i_{H.T.} \approx 17.6^\circ$





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Figure A-32 Longitudinal Control Inputs, A/C No. 62-4506, Test 72.0F,  $H_i \approx 5,300$  Feet,  $V_i \approx 50$  Knots,  $\beta_{V_{\text{Indicated}}} \approx 18^\circ$ ,  $h.T. \approx 17.6^\circ$

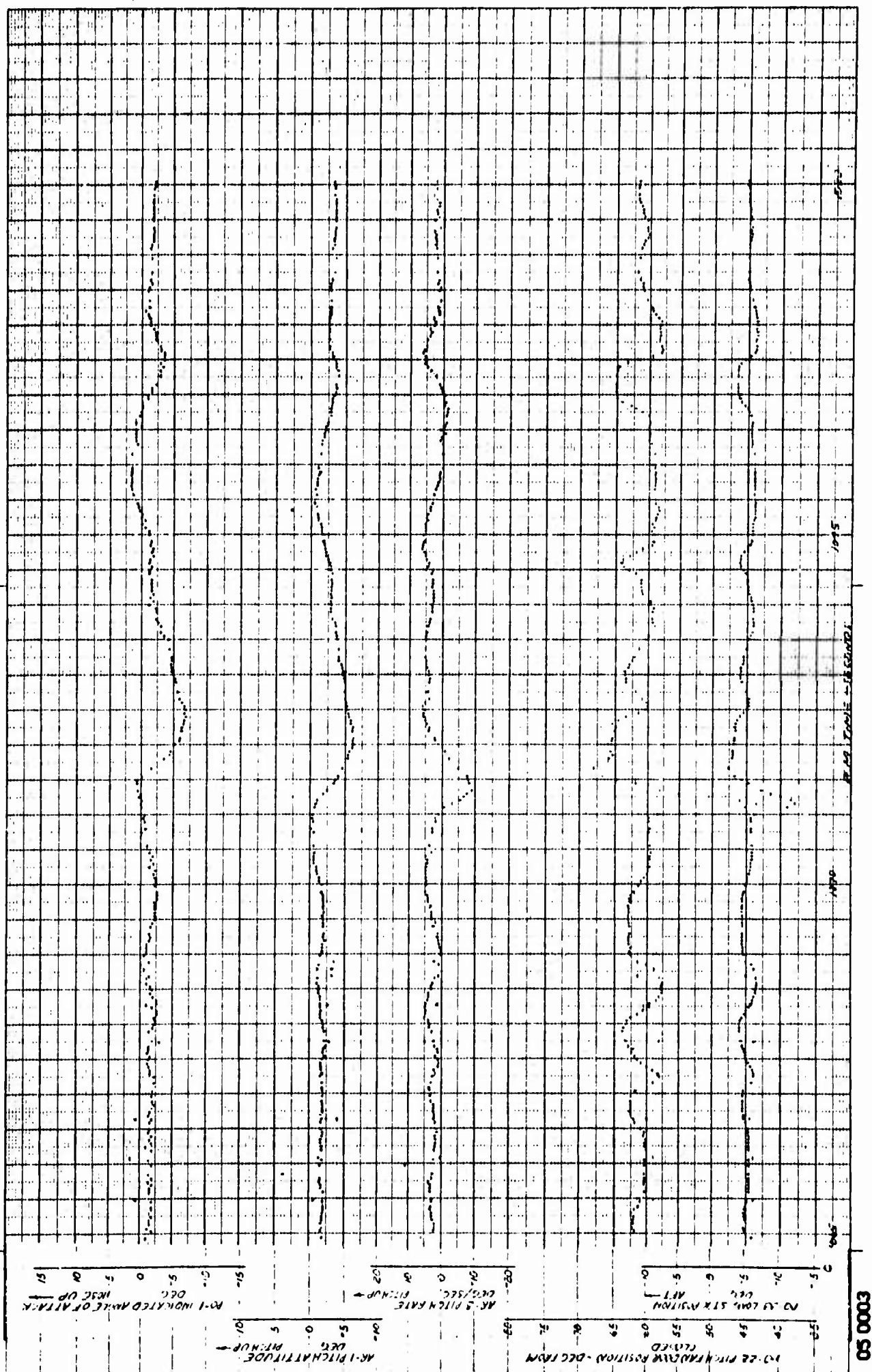


Figure A-33 Longitudinal Control Inputs, A/C No. 62-4506, Test 76.0F,  $H_i \approx 5,300$  Feet,  $V_i \approx 40$  Knots,  $\beta_{V_{Indicated}} \approx 11^\circ$ ,  $i_{H.T.} \approx 17.6^\circ$

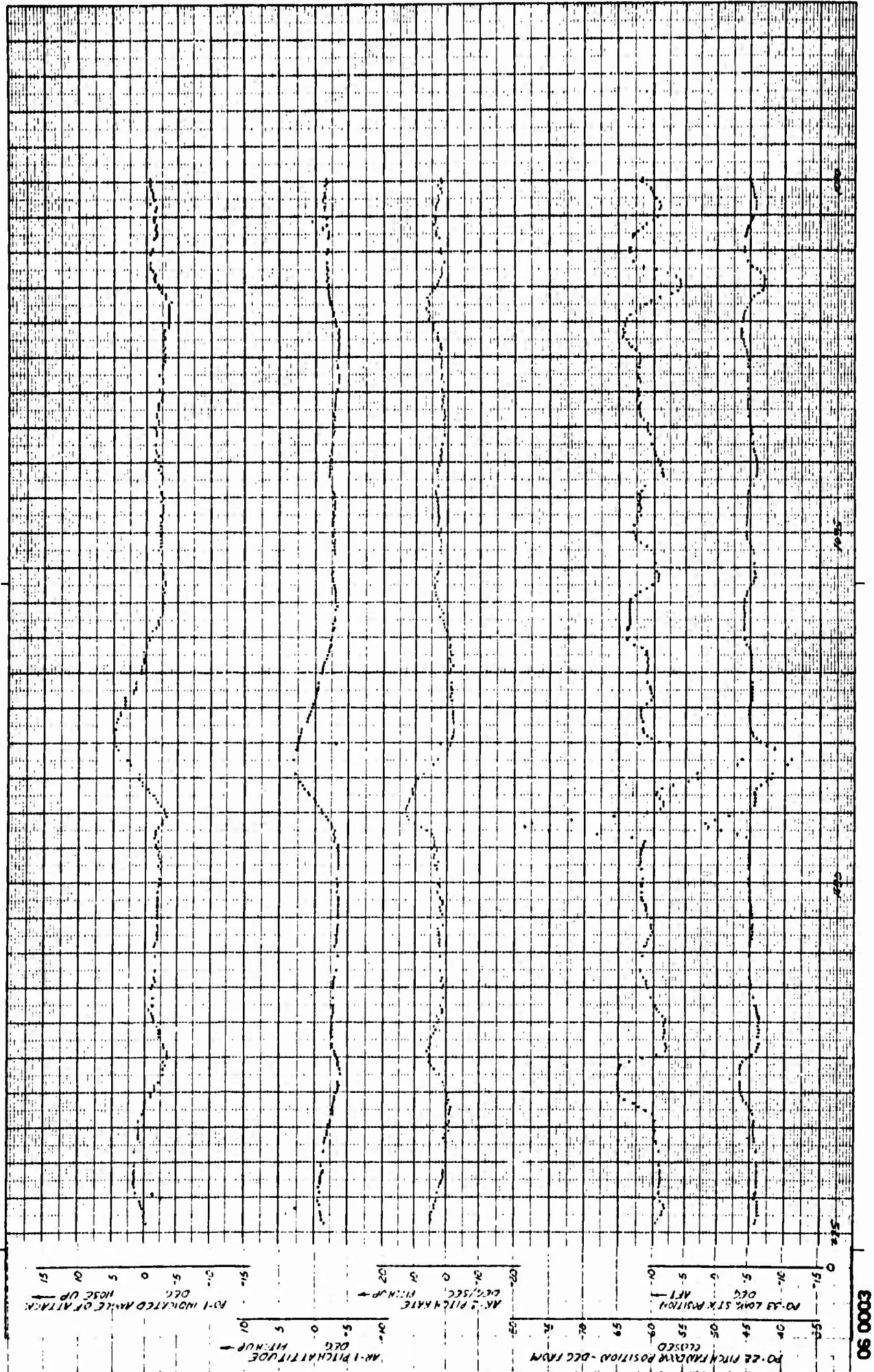


Figure A-34 Longitudinal Control Inputs, A/C No. 62-4506, Test 76.0F,  $H_i \approx 5,300$  Feet,  $V_i \approx 40$  Knots,  $\beta$  Indicated  $\approx 11^\circ$ ,  $iH.T. \approx 17.6^\circ$

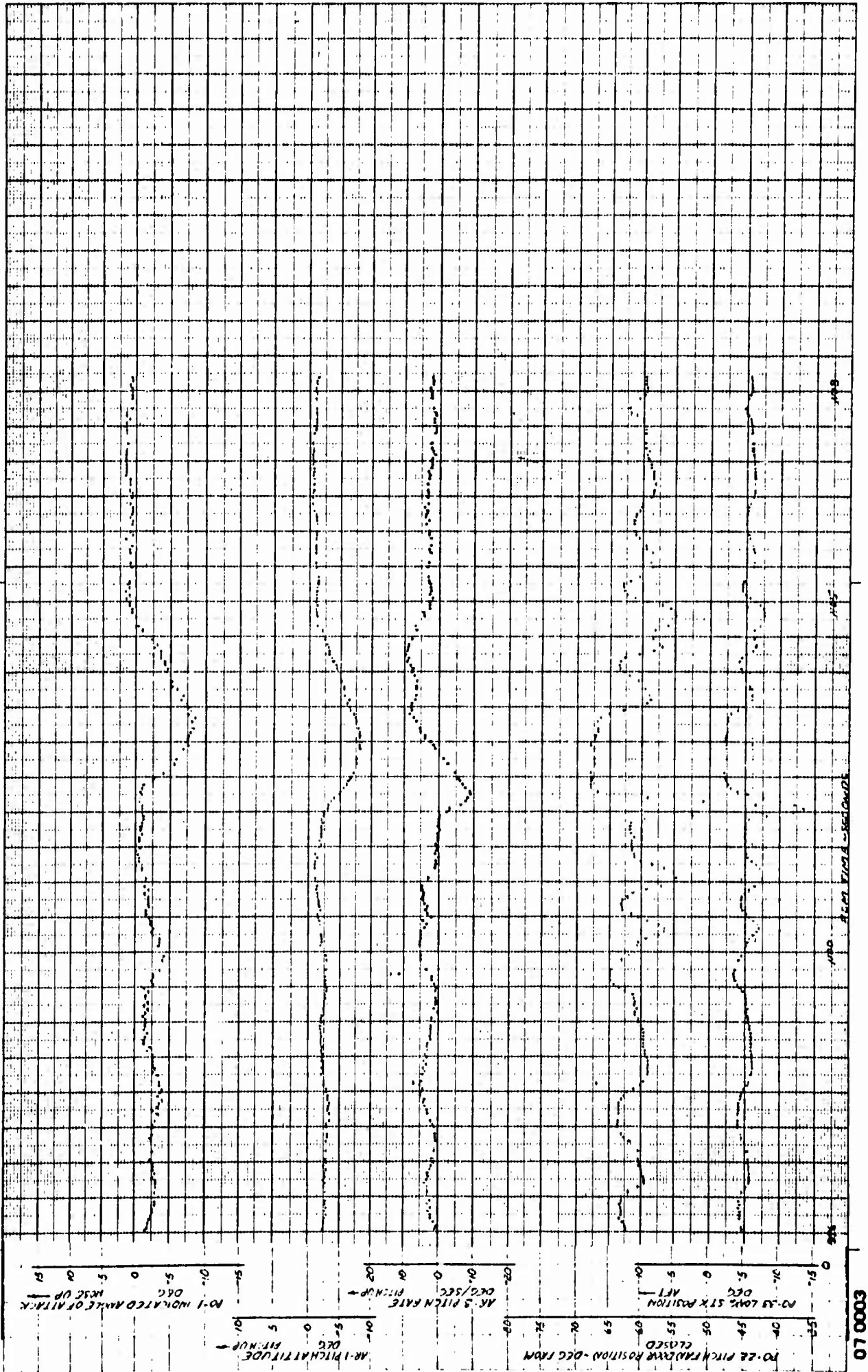


Figure A-35 Longitudinal Control Inputs, A/C No. 62-4506, Test 76.0F,  $H_i \approx 5,300$  Feet,  $V_i \approx 40$  Knots,  $\beta$  Indicated  $\approx 11^\circ$ ,  $H.T. \approx 17.6''$



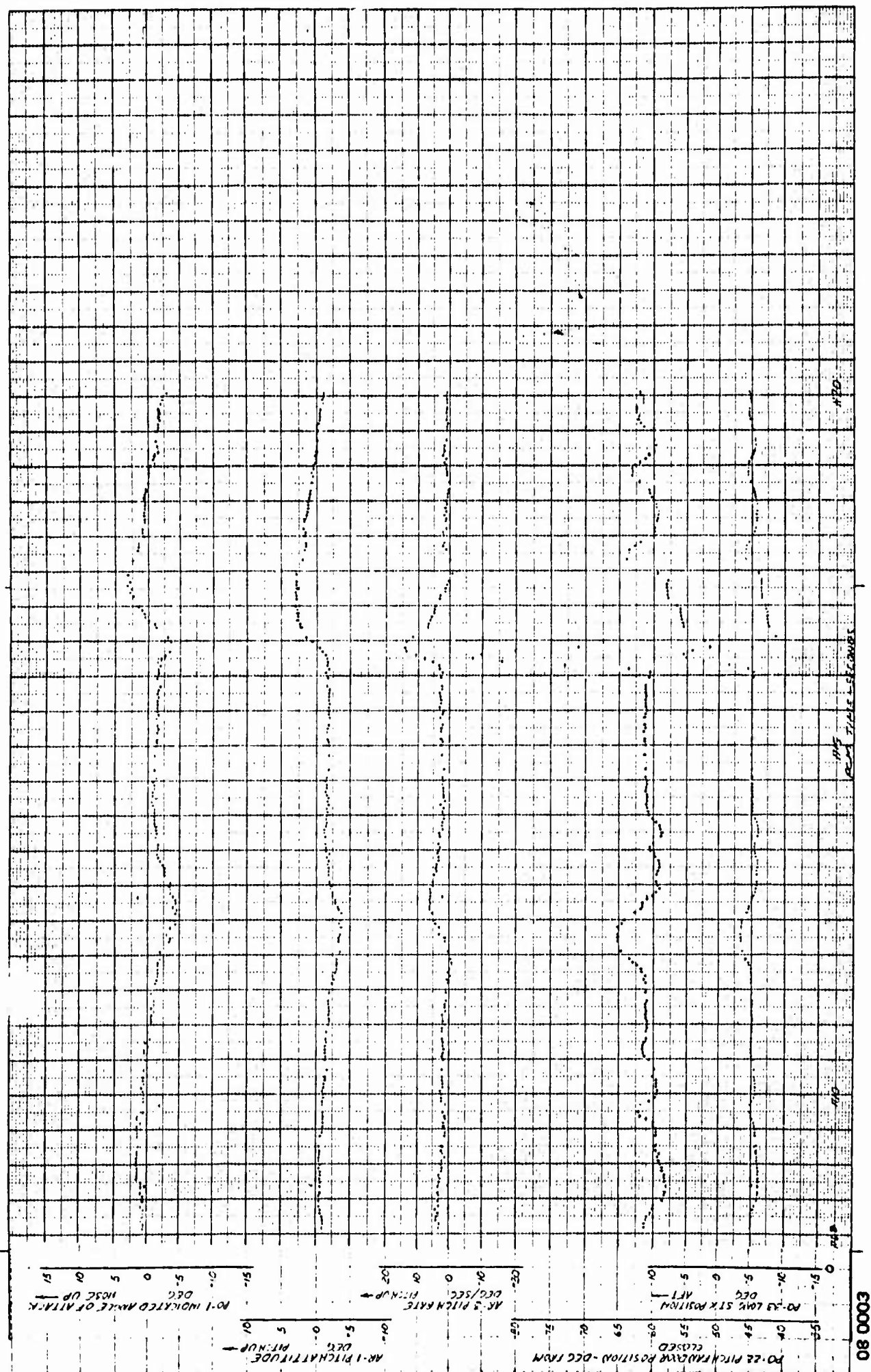


Figure A-36 Longitudinal Control Inputs, A/C No. 62-4506, Test 76.0F,  $H_i \approx 5,300$  Feet,  $V_i \approx 40$  Knots,  $\beta_{\text{Indicated}} \approx 11^\circ$ , i.H.T.  $\approx 17.6^\circ$

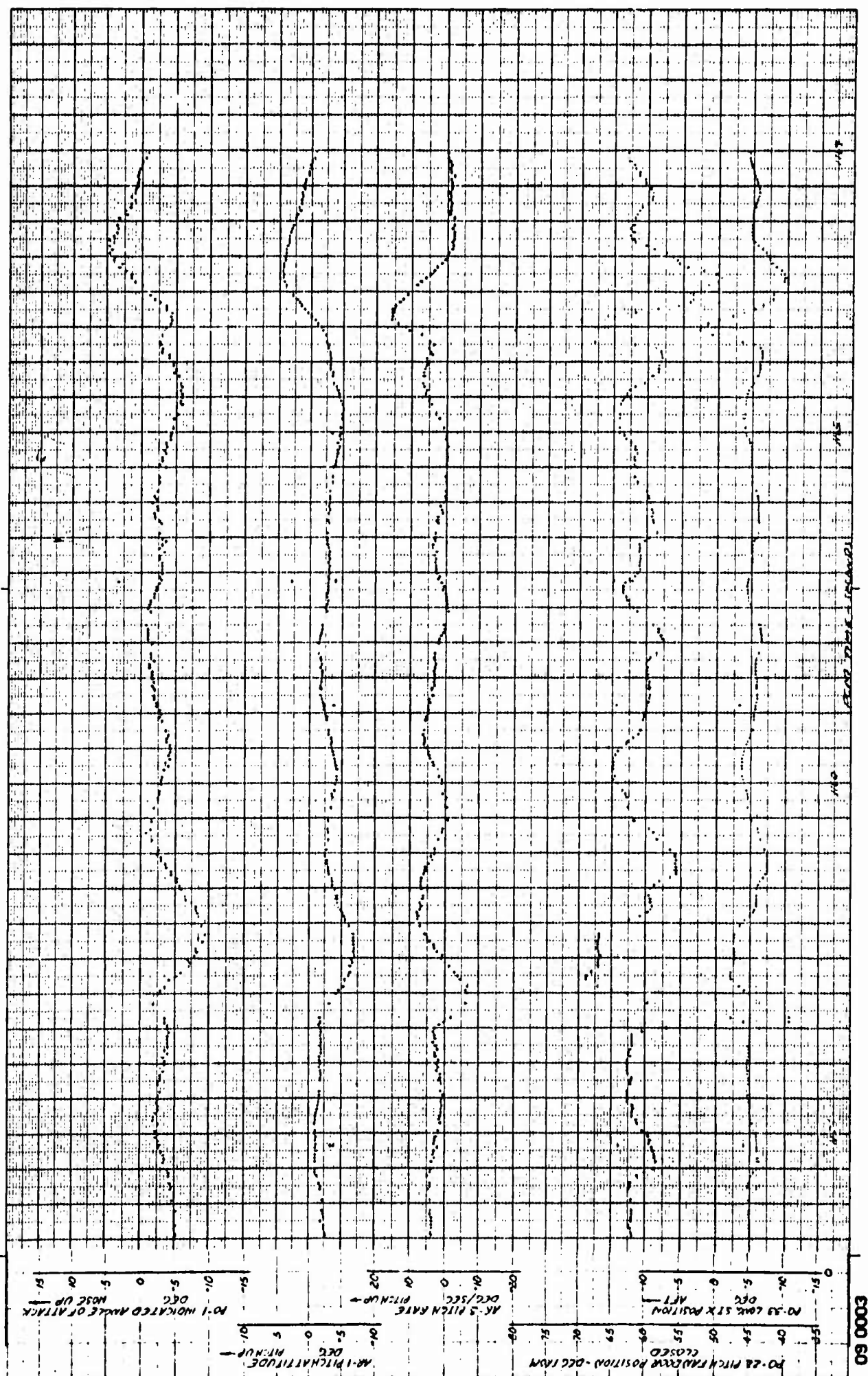


Figure A-37 Longitudinal Control Inputs, A/C No. 62-4506, Test 76.0F,  $H_i \approx 5,300$  Feet,  $V_i \approx 40$  Knots,  $\beta_{\text{Indicated}} \approx 11^\circ$ ,  $i_{H.T.} \approx 17.6^\circ$







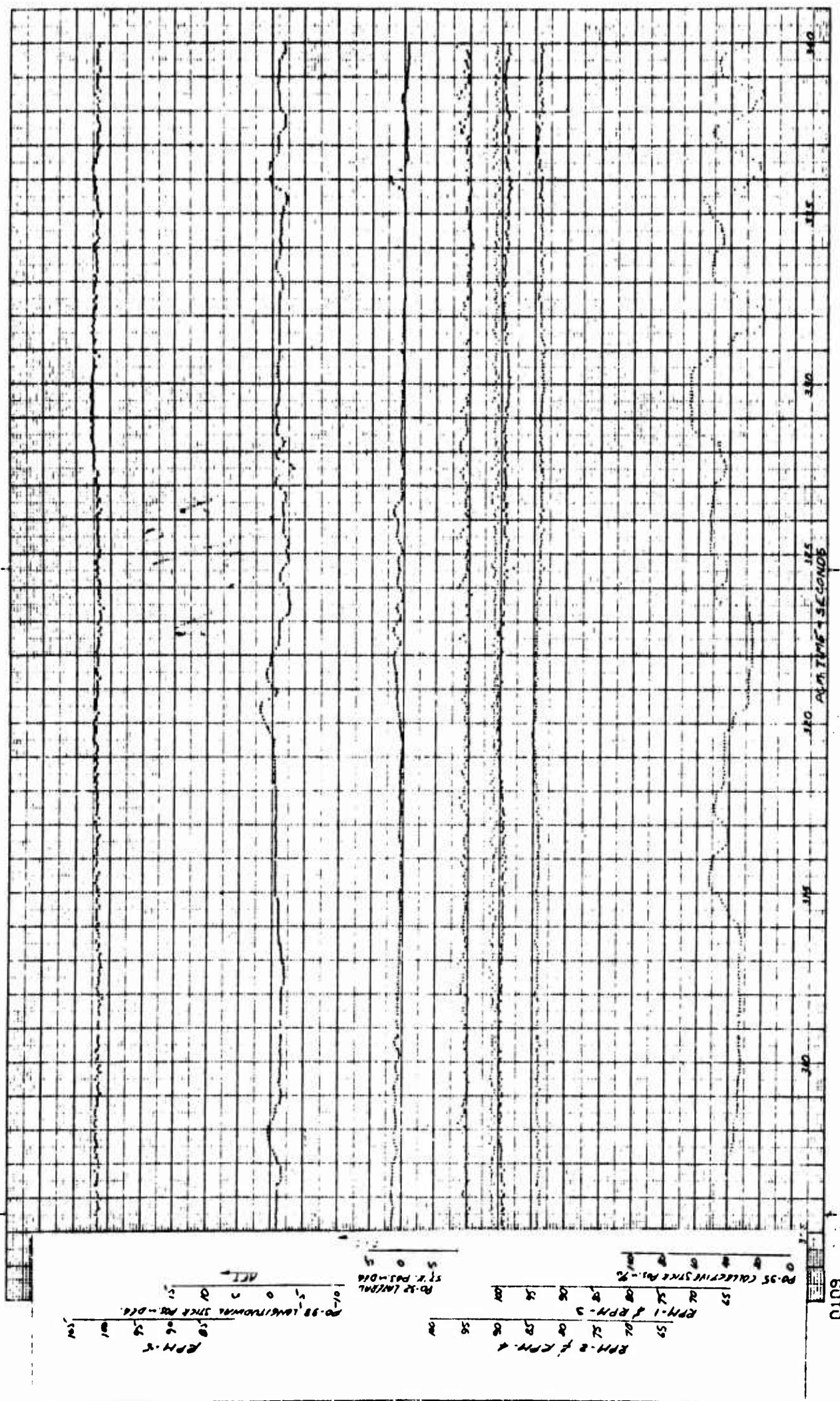


Figure A-40 Directional Control Inputs, A/C No. 62-4506, Test 16.0F, Hover Flight Out of Ground Effect,  $\beta$  Indicated  $\approx -7.0^\circ$  Sheet 1 of 4

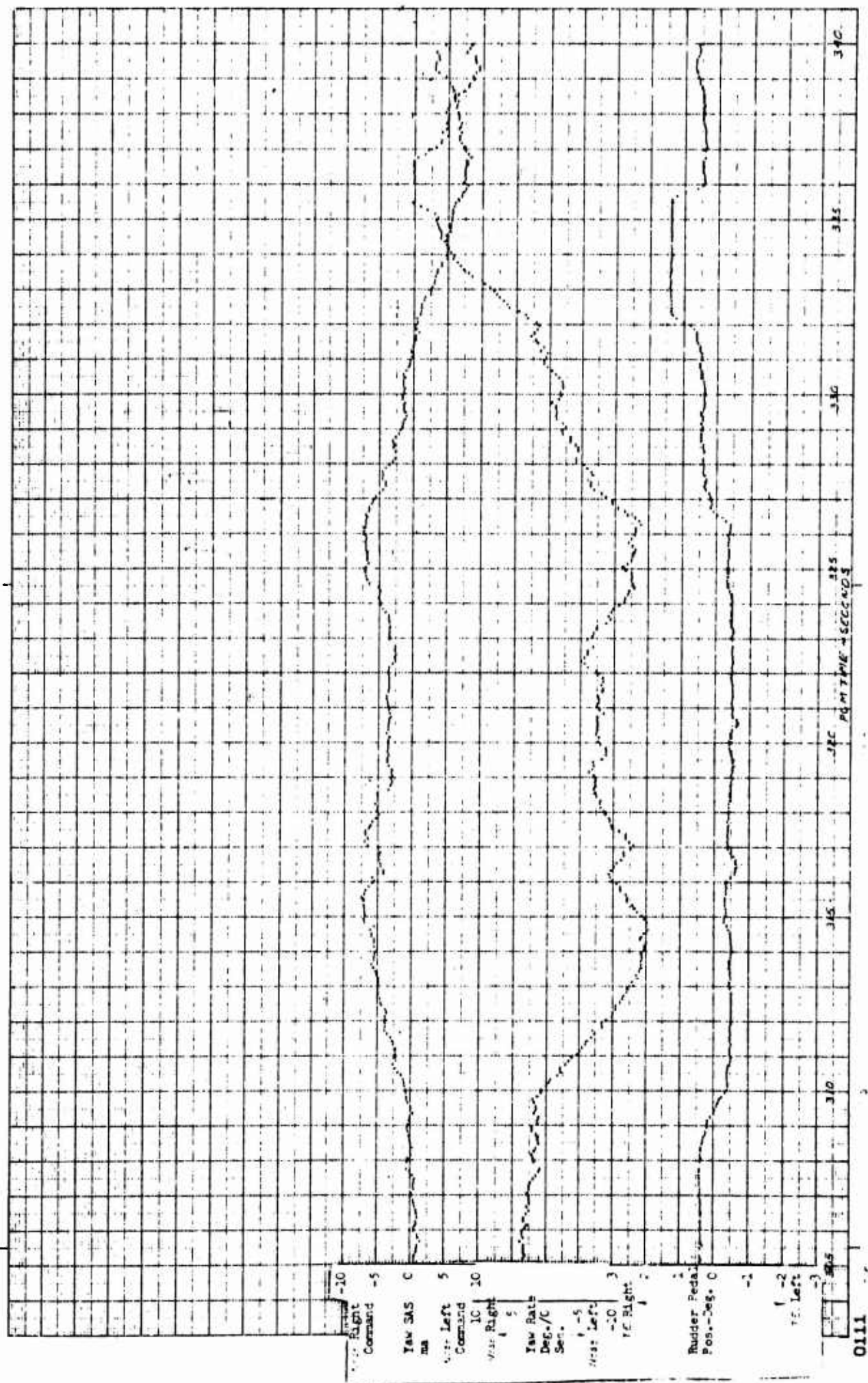


Figure A-40 Directional Control Inputs, A/C No. 62-4506, Test 16.0F, Hover Flight Out of Ground Effect,  $\beta$  Indicated  $\approx -7.0^\circ$  Sheet 2 of 4

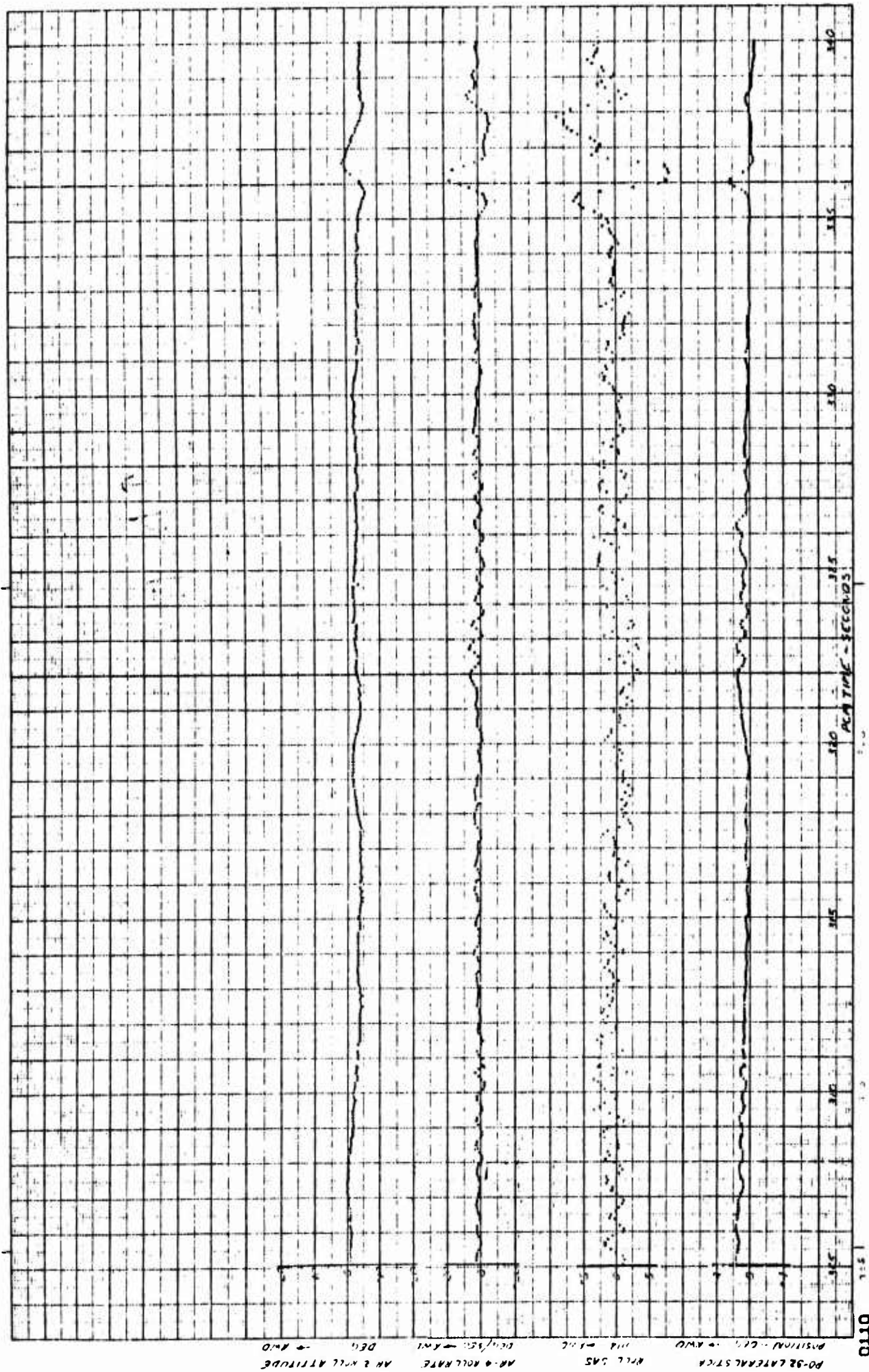


Figure A-40 Directional Control Inputs, A/C No. 62-4506, Test 16.0F, Hover Flight Out of Ground Effect,  $\beta^v$  Indicated  $\approx -7.0^\circ$  Sheet 3 of 4



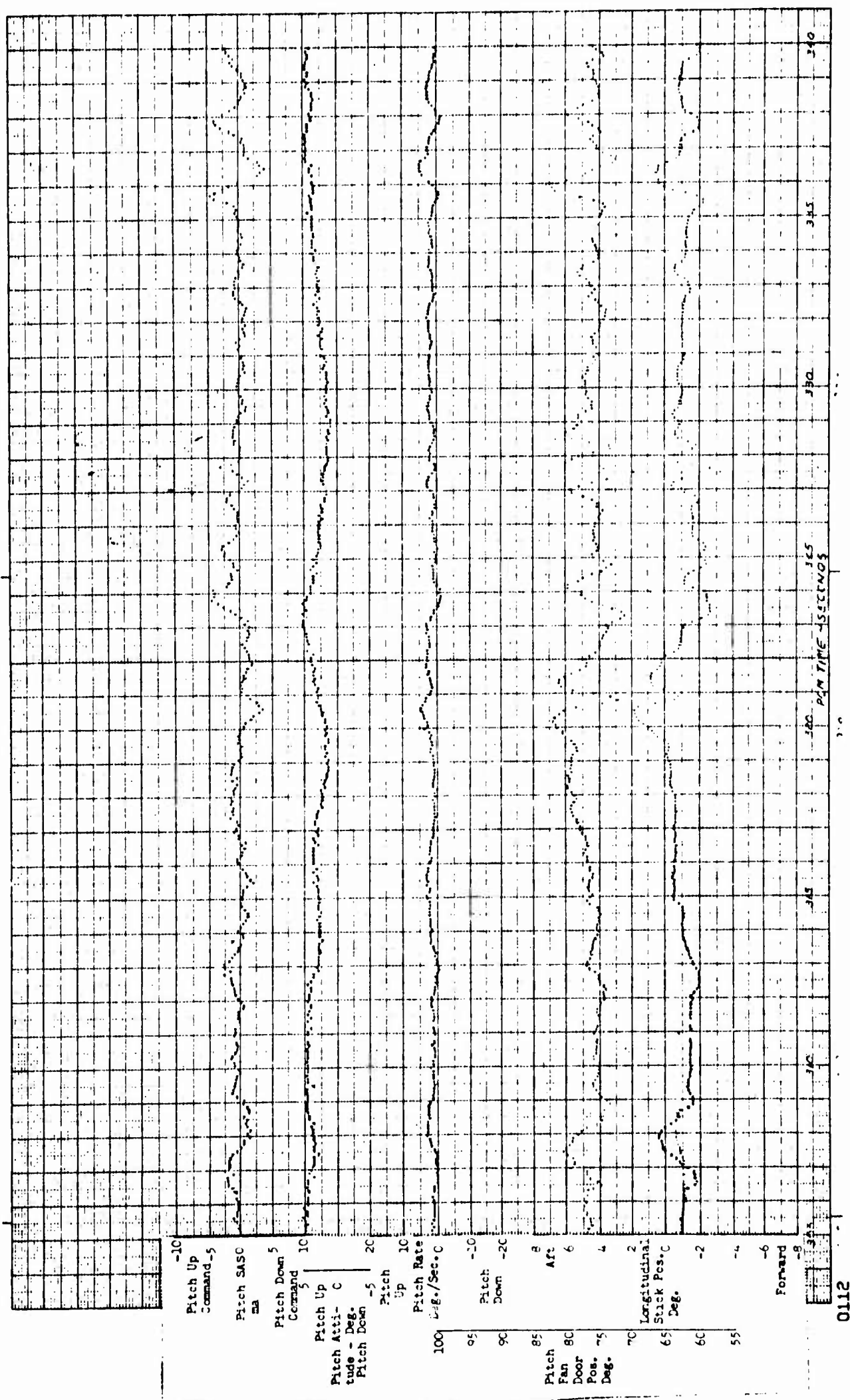


Figure A-40 Directional Control Inputs, A/C No. 62-4506, Test 16.0F, Hover Flight Out of Ground Effect,  $\beta_{V\text{Indicated}} \approx -7.0^\circ$  Sheet 4 of 4



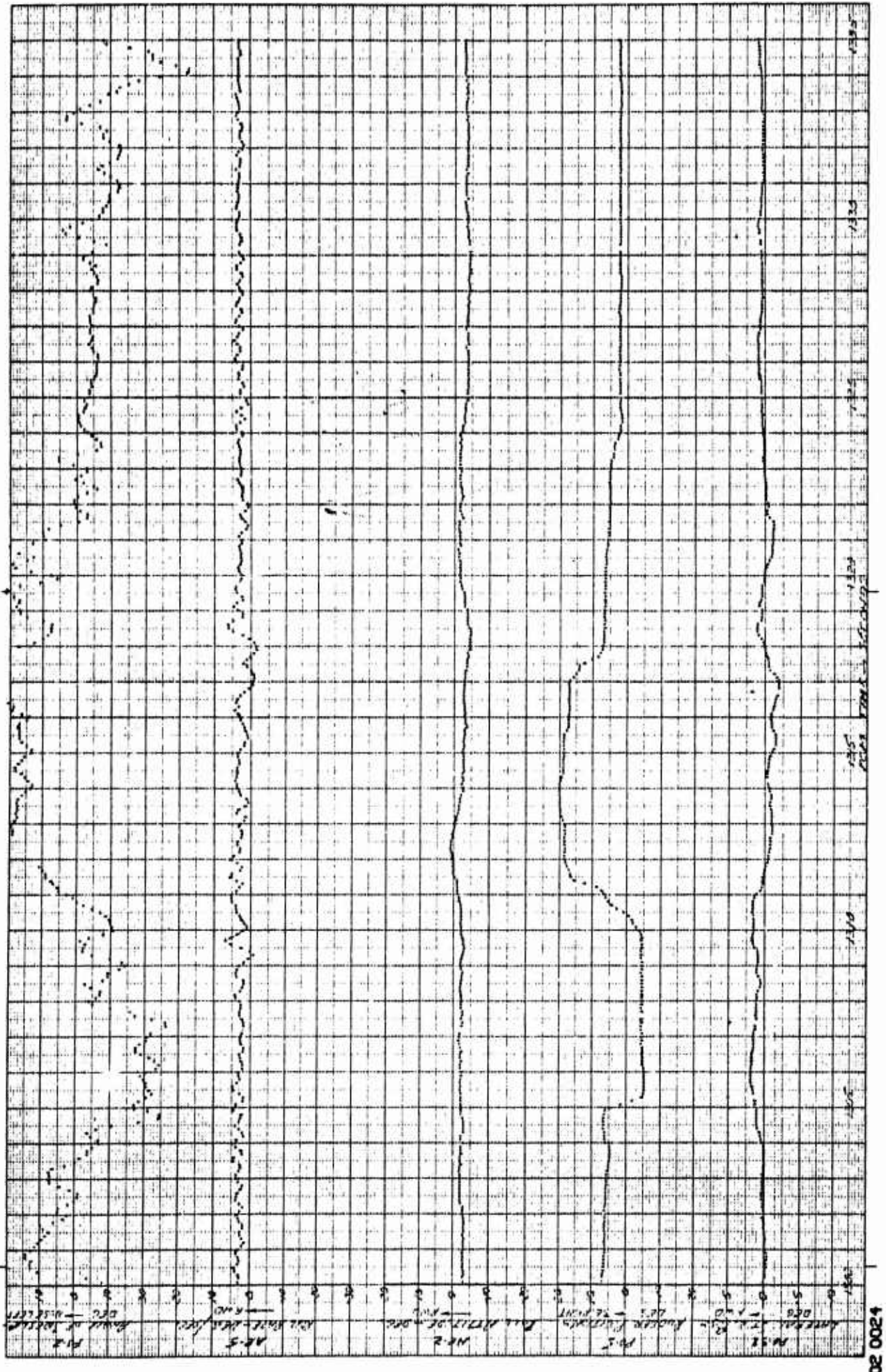


Figure A-41 Directional Control Inputs, A/C No. 62-4506, Test 23.0F, Hover Flight Out of Ground Effect,  $\beta_{V_{Indicated}} \approx -7.0^\circ$  Sheet 1 of 2

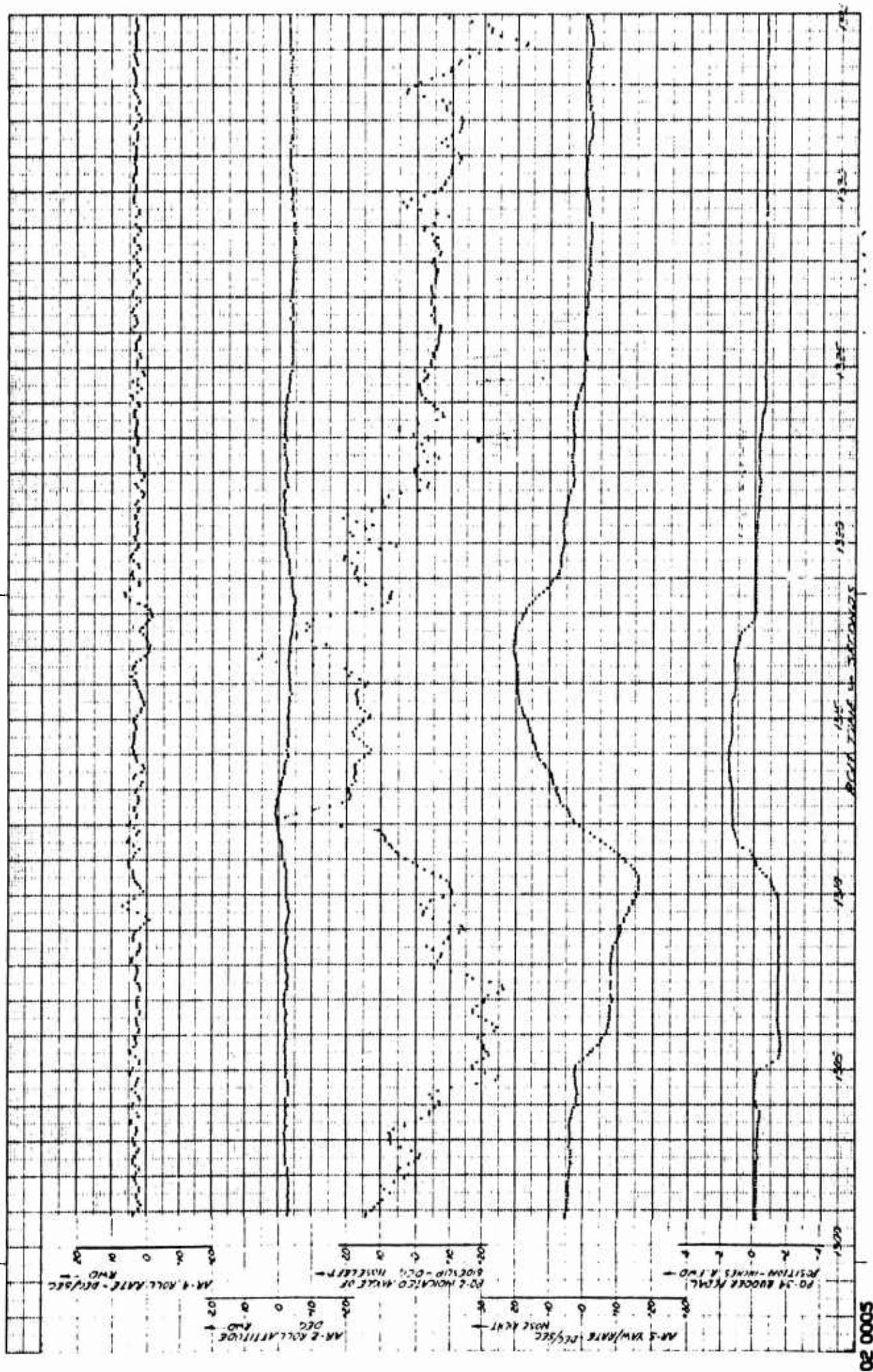


Figure A-41 Directional Control Inputs, A/C No. 62-4506, Test 23.0F, Hover Flight Out of Ground Effect,  $\beta^{v_{\text{Indicated}}} \approx -7.0^\circ$  Sheet 2 of 2



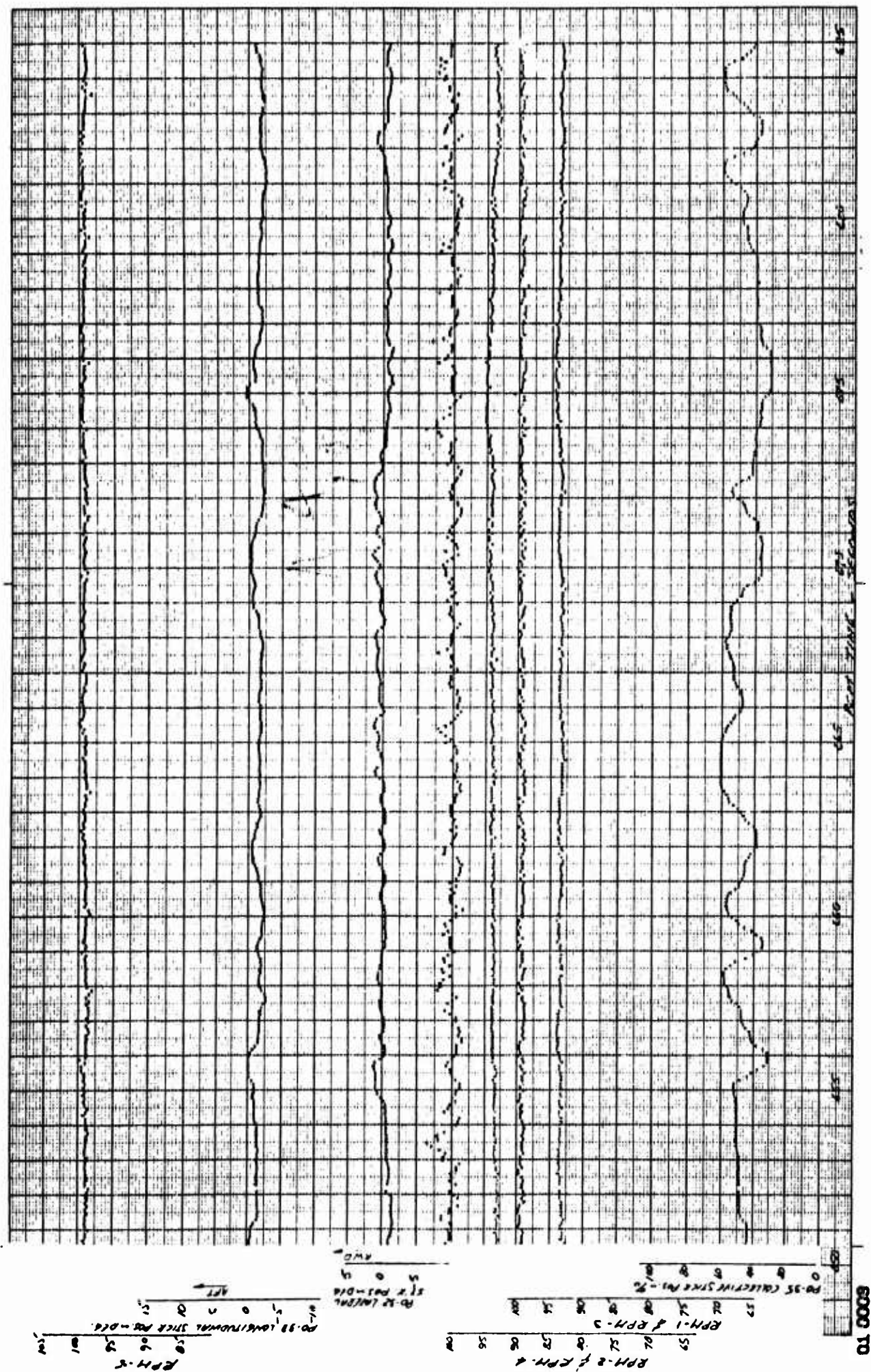


Figure A-42 Directional Control Inputs, A/C No. 62-4506, Test 54.0F, Hover Flight Out of Ground Effect,  $\beta_{\text{Indicated}} \approx -7.0^\circ$  Sheet 1 of 3

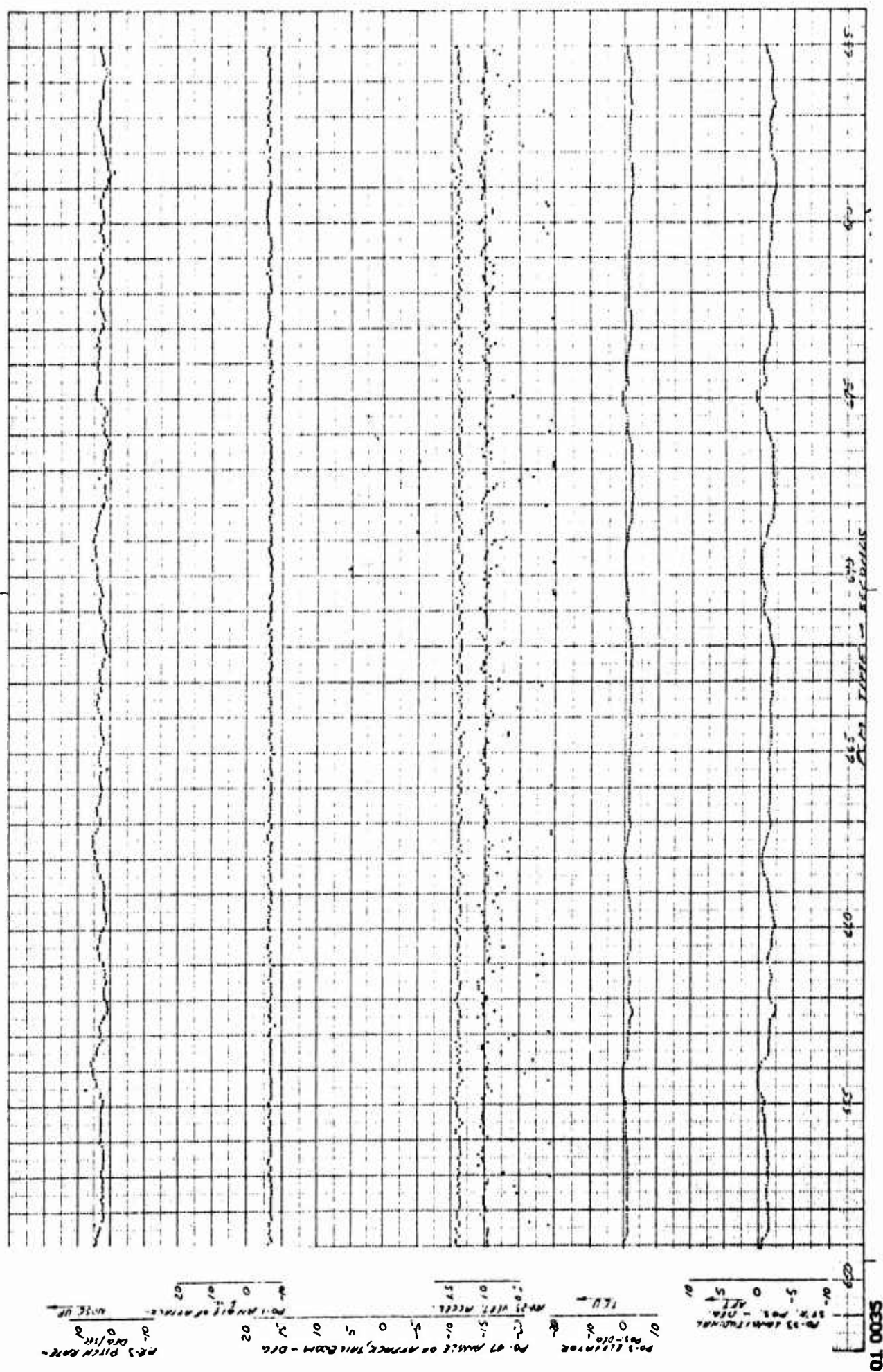


Figure A-42 Directional Control Inputs, A/C No. 62-4506, Test 54.0F, Hover Flight Out of Ground Effect,  $\beta_{V_{Indicated}} \approx -7.0^\circ$  Sheet 2 of 3



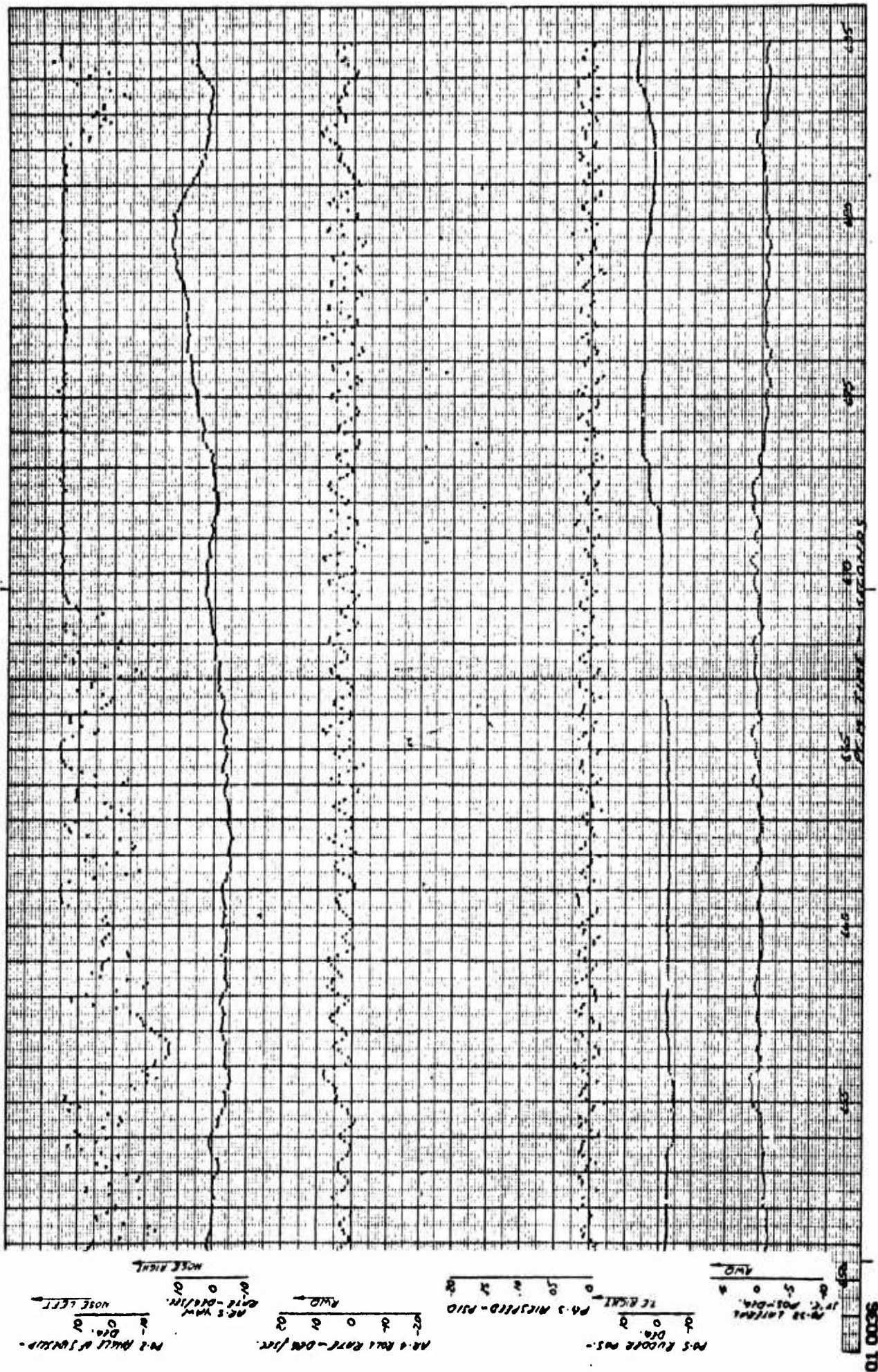
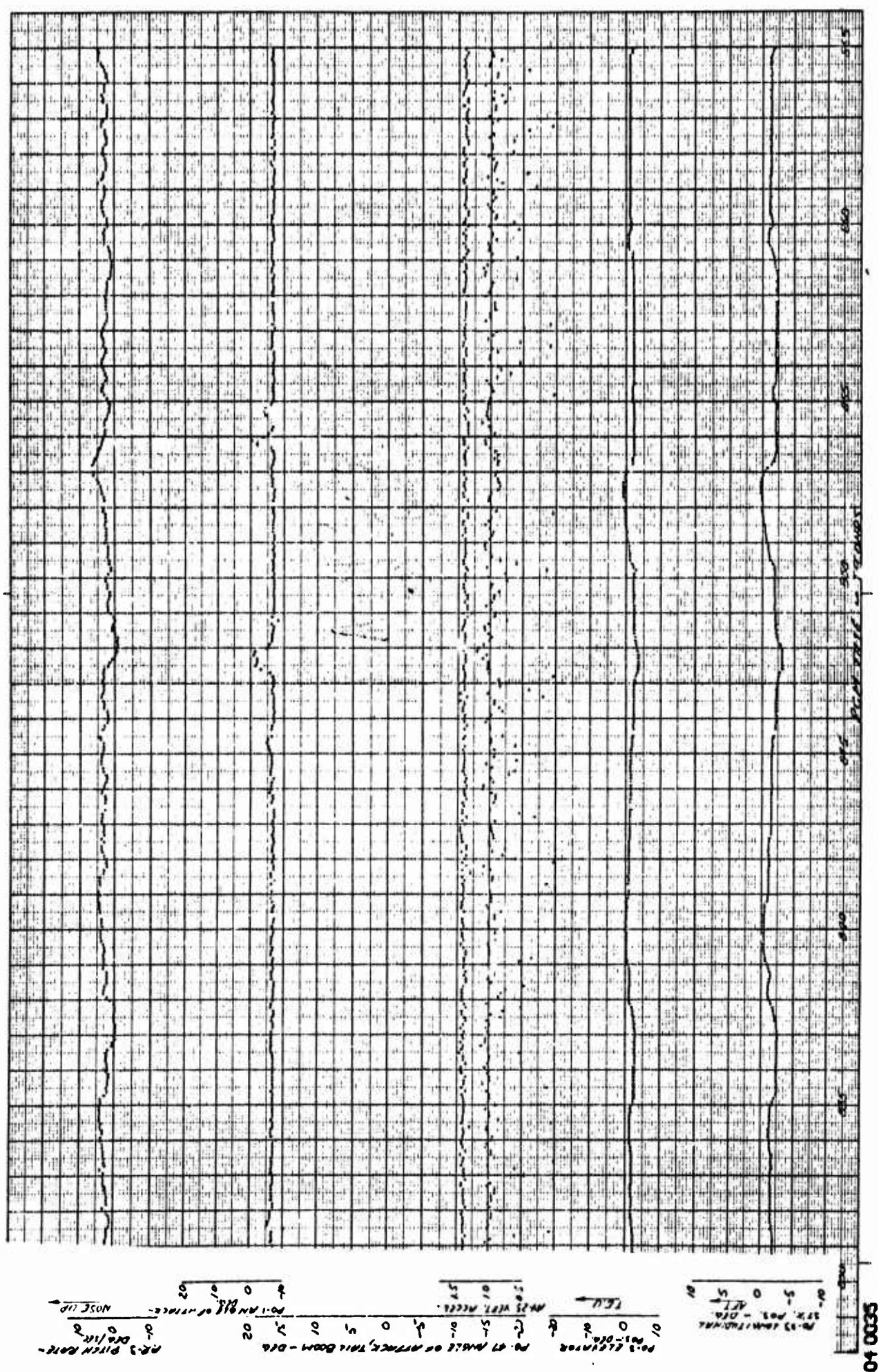


Figure A-42 Directional Control Inputs, A/C No. 62-4506, Test 54.0F, Hover Flight Out of Ground Effect,  $\beta_{\text{Indicated}} \approx -7.0^\circ$  Sheet 3 of 3







**Figure A-43 Directional Control Inputs, A/C No. 62-4506, Test 54.0F, Hover Flight Out of Ground Effect**

**Sheet 2 of 3**





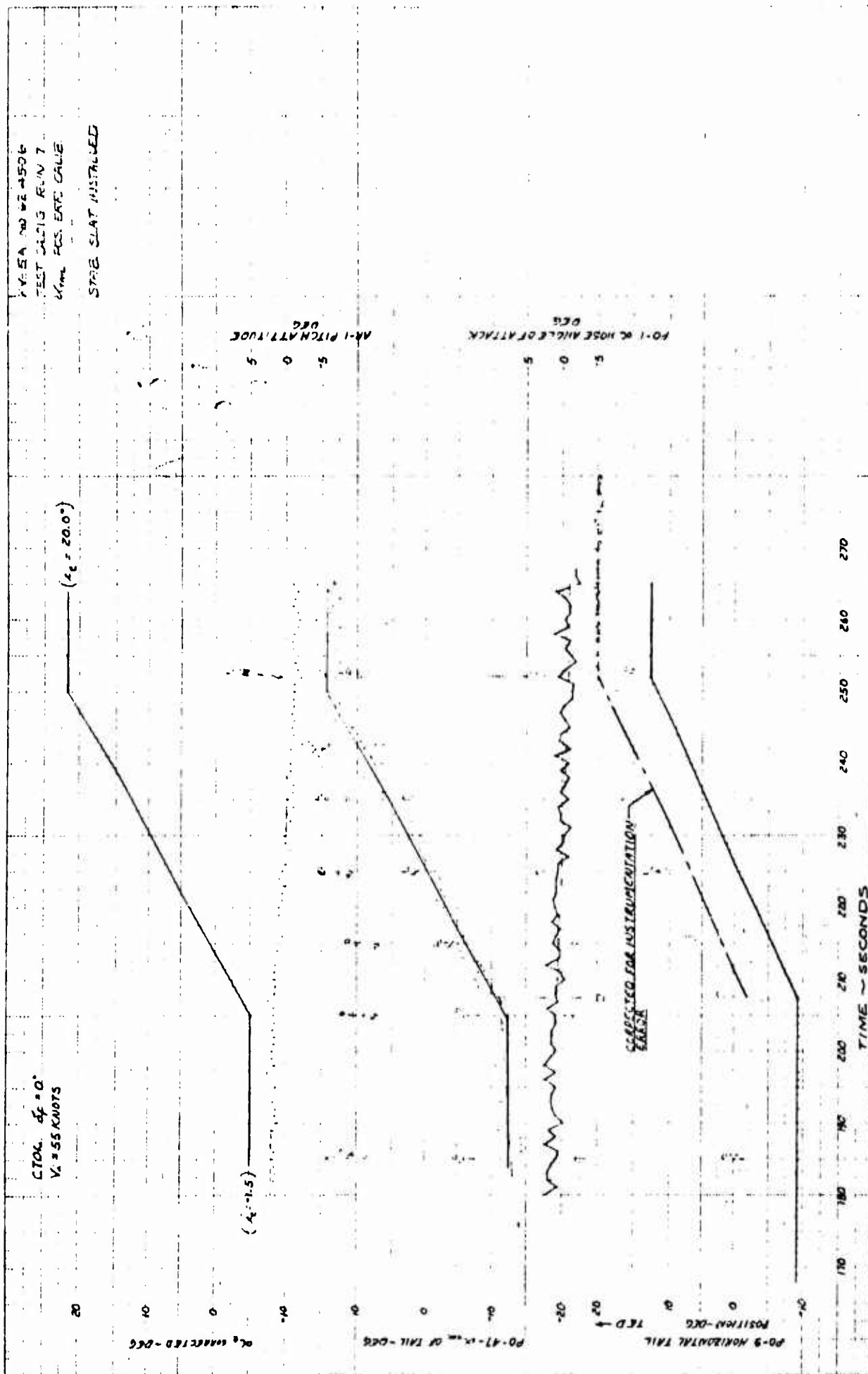


Figure A-43A Horizontal Tail Angle of Attack Indicator Calibration, Tail Slat Installed.



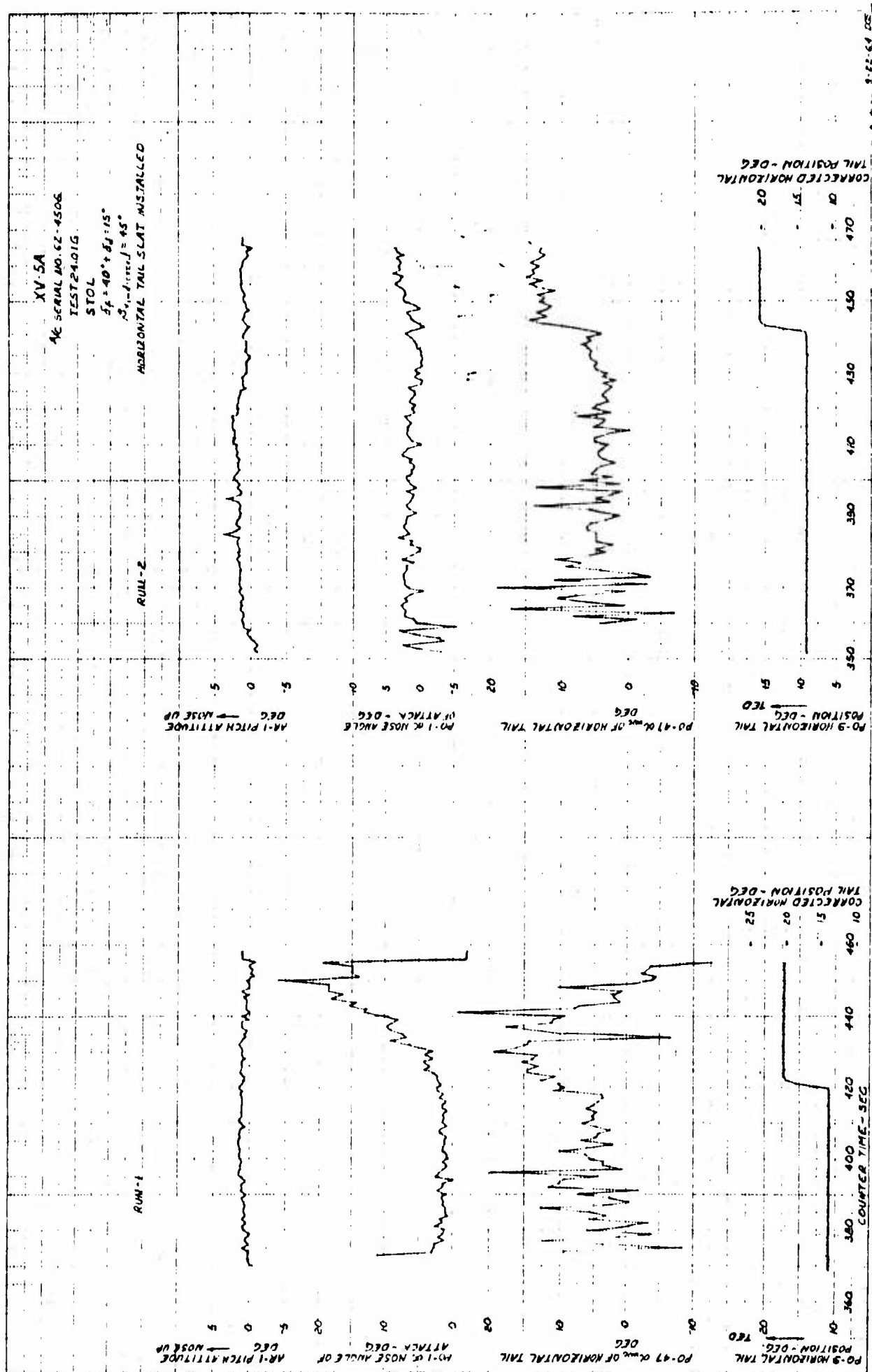


Figure A-43C Horizontal Tail Downwash Parameter Time Histories, A/C No. 62-4506,

Test 24.01G,  $\beta \approx 45^\circ$  Sheet 1 of 2

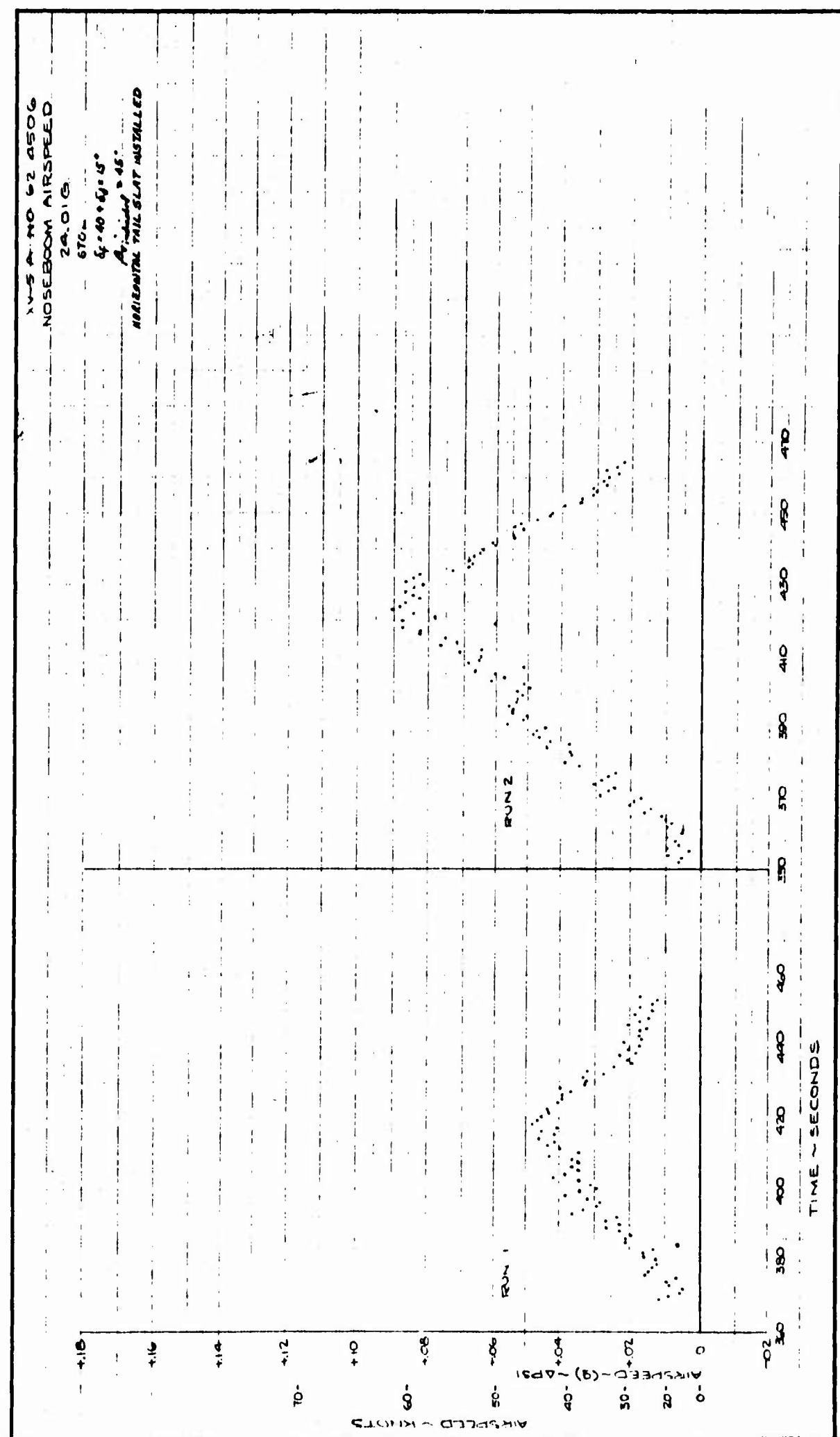


Figure A-43C Horizontal Tail Downwash Parameter Time Histories, A/C No. 62-4506,  
 Test 24.01G,  $\beta_{\text{indicated}} \approx 45^\circ$  Sheet 2 of 2



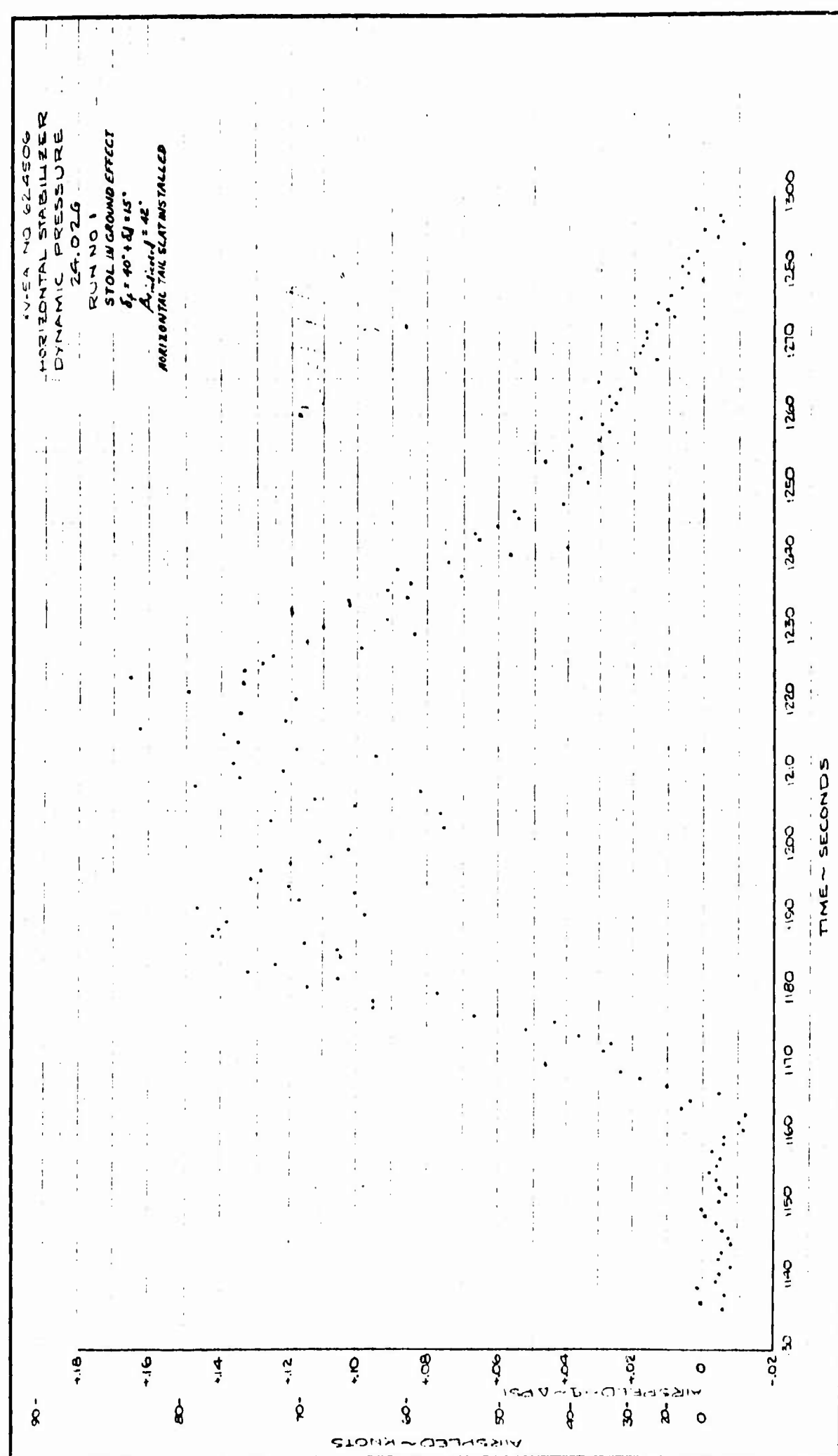


Figure A-43D Horizontal Tail Downwash Parameter Time Histories, A/C No. 62-4506,  
 Test 24.02G,  $\beta \approx 42^\circ$  Sheet 1 of 3  
 $v_{\text{Indicated}}$

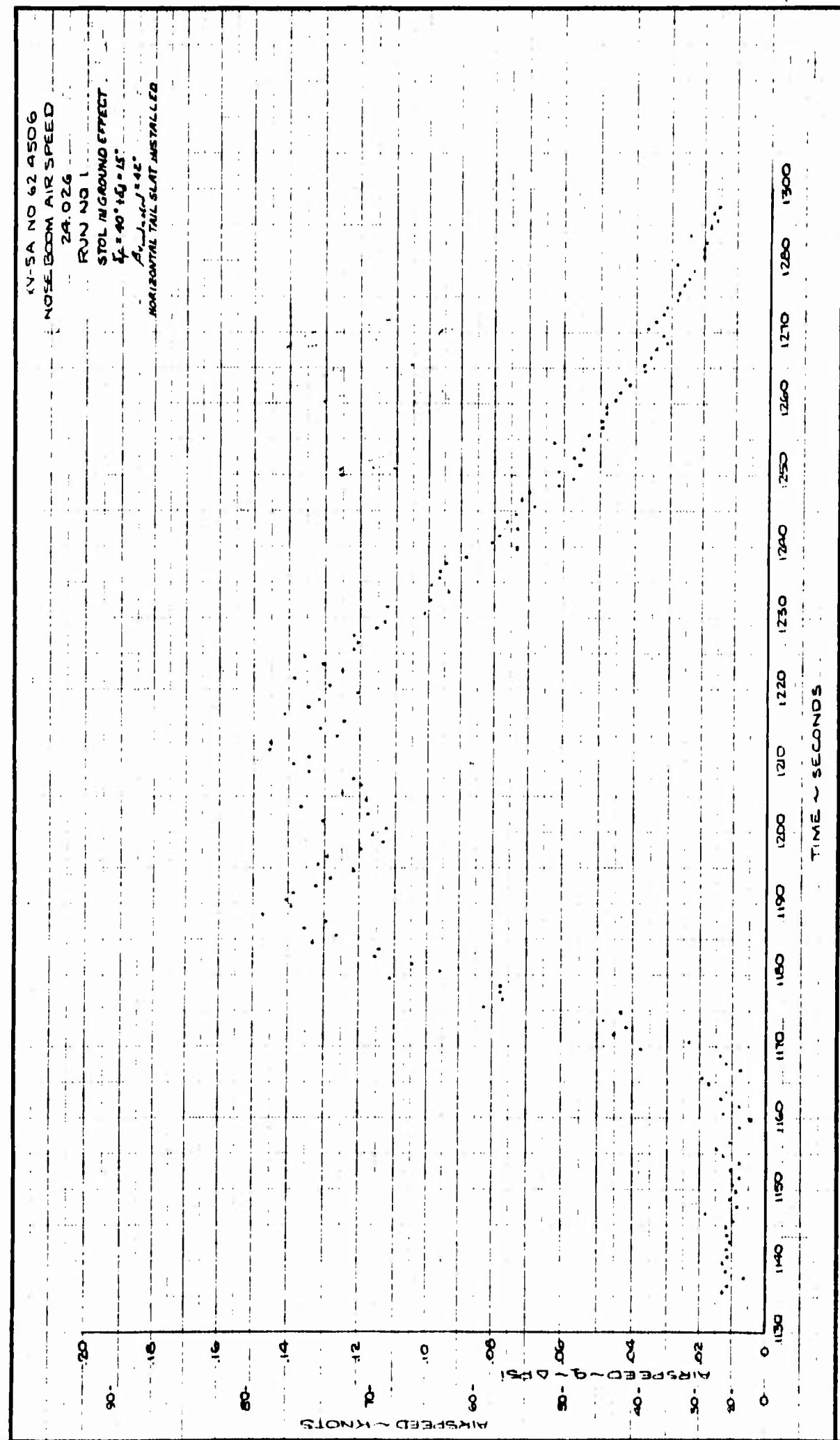


Figure A-43D Horizontal Tail Downwash Parameter Time Histories, A/C No. 62-4506,  
 Test 24.02G,  $\beta$  Indicated  $\approx 42^\circ$  Sheet 2 of 3

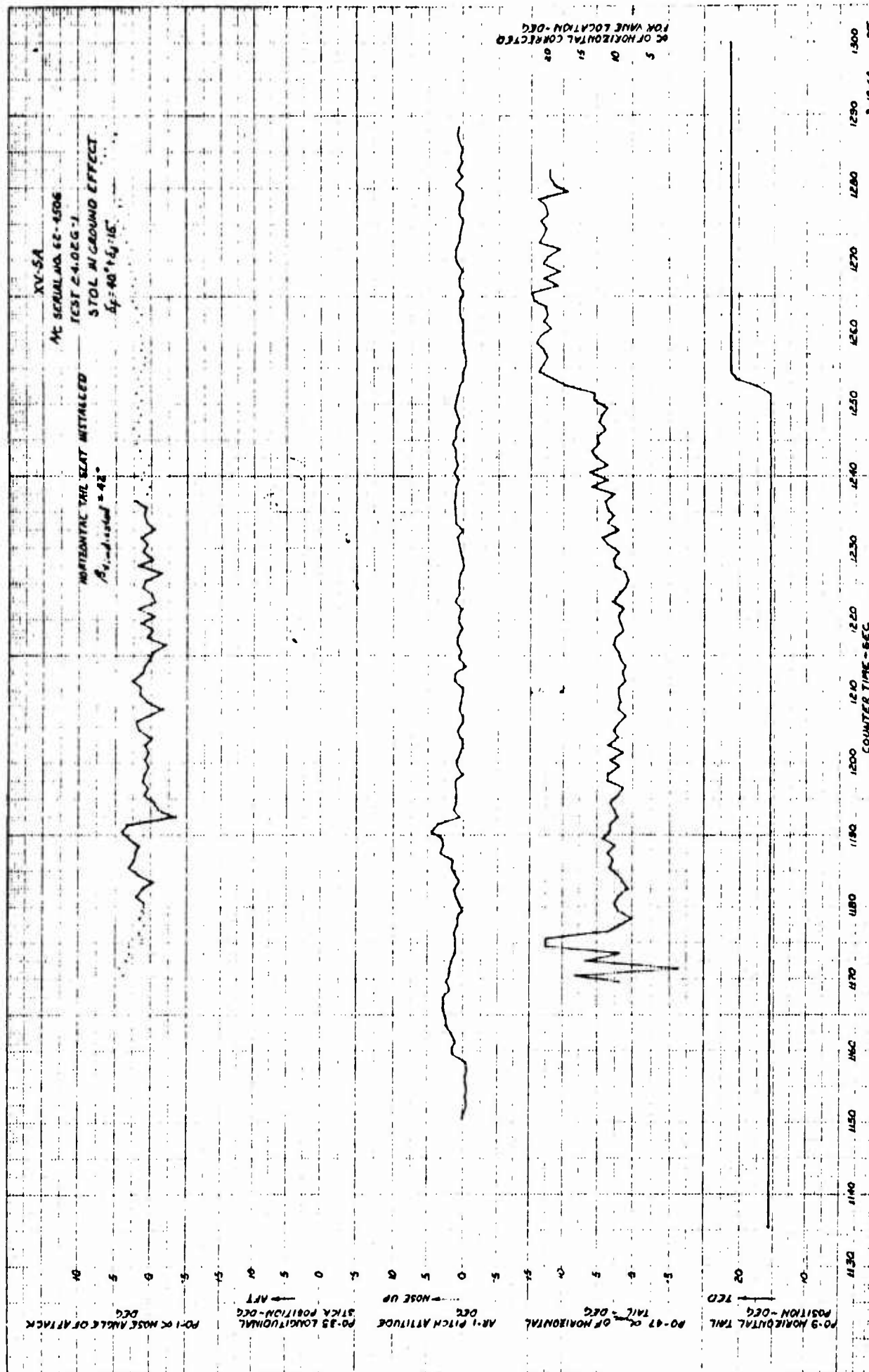


Figure A-43D Horizontal Stabilizer Downwash Parameter Time Histories, A/C No. 62-4506,  
 Test 24.02G,  $\beta \approx 42^\circ$  Sheet 3 of 3  
 $\beta$  Indicated

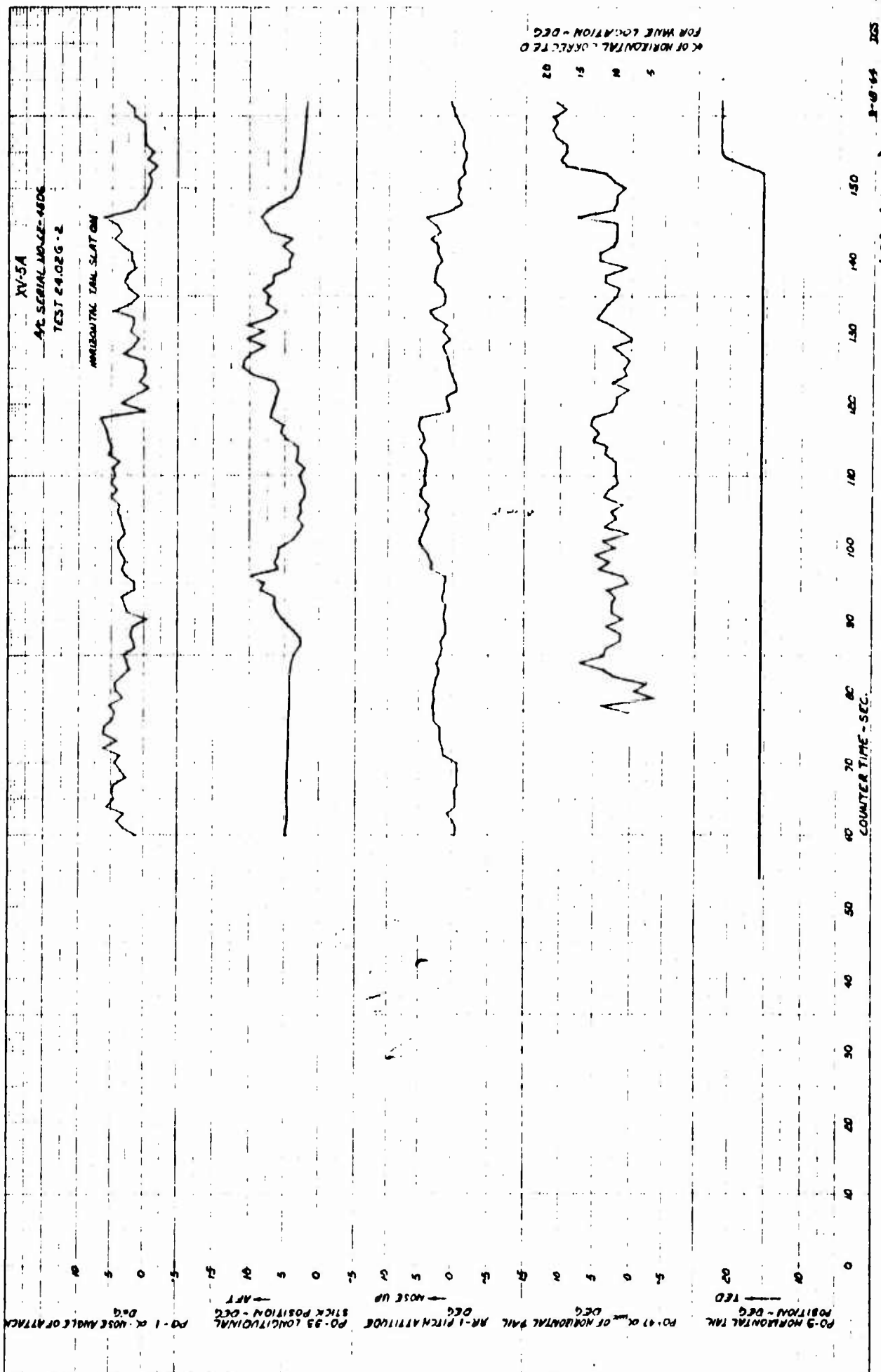


Figure A-43E Horizontal Stabilizer Downwash Parameter Time Histories, A/C No. 62-4506,  
 Test 24.02G Sheet 1 of 3



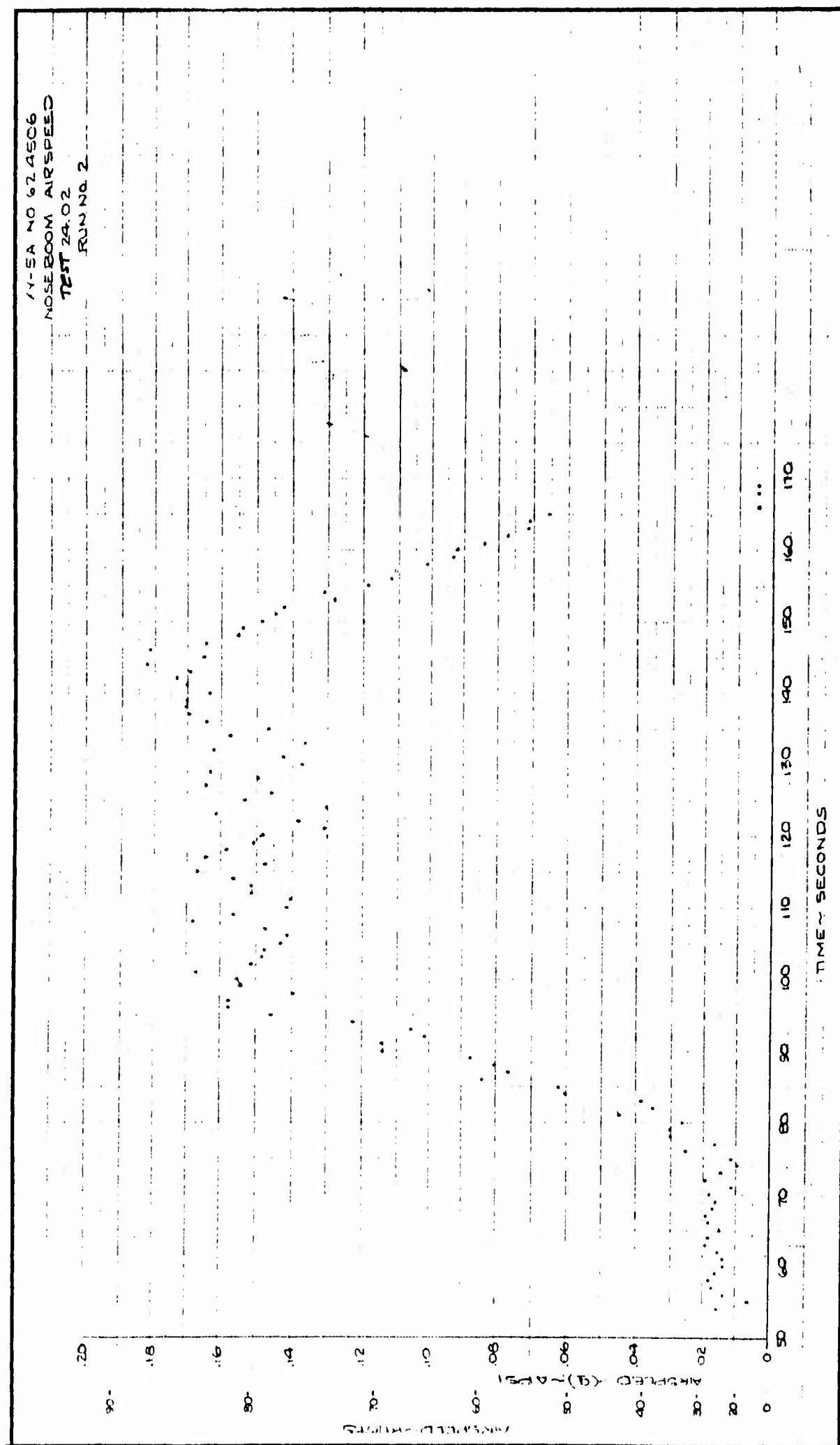


Figure A-43E Horizontal Stabilizer Downwash Parameter Time Histories, A/C No. 62-4506,  
Test 24.02G Sheet 2 of 3

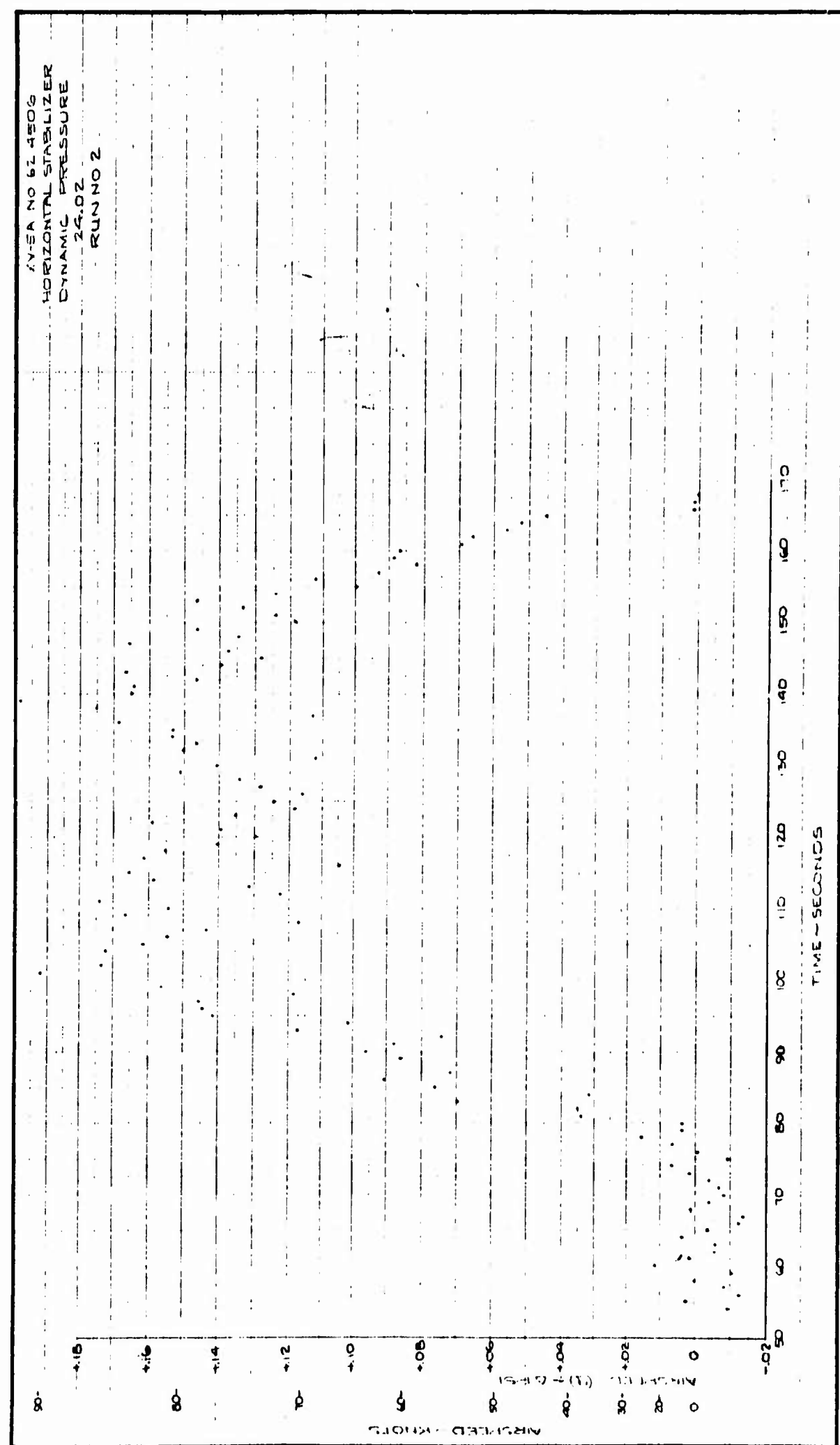


Figure A-43E Horizontal Stabilizer Downwash Parameter Time Histories, A/C No. 62-4506,  
 Test 24.02G Sheet 3 of 3

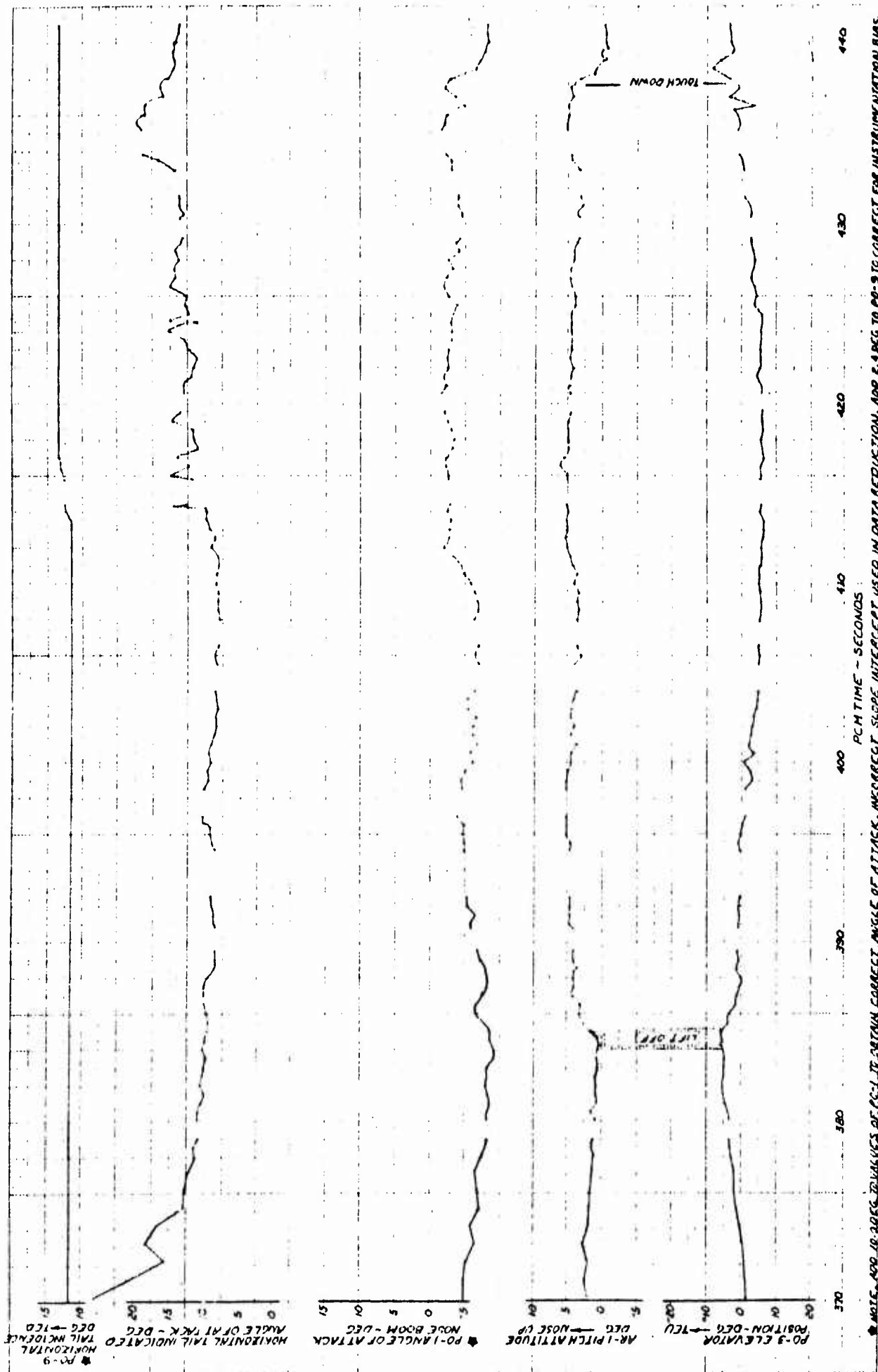


Figure A-43F STOL Operation Time Histories, A/C No. 62-4506, Test 58.0F  
Sheet 1 of 2

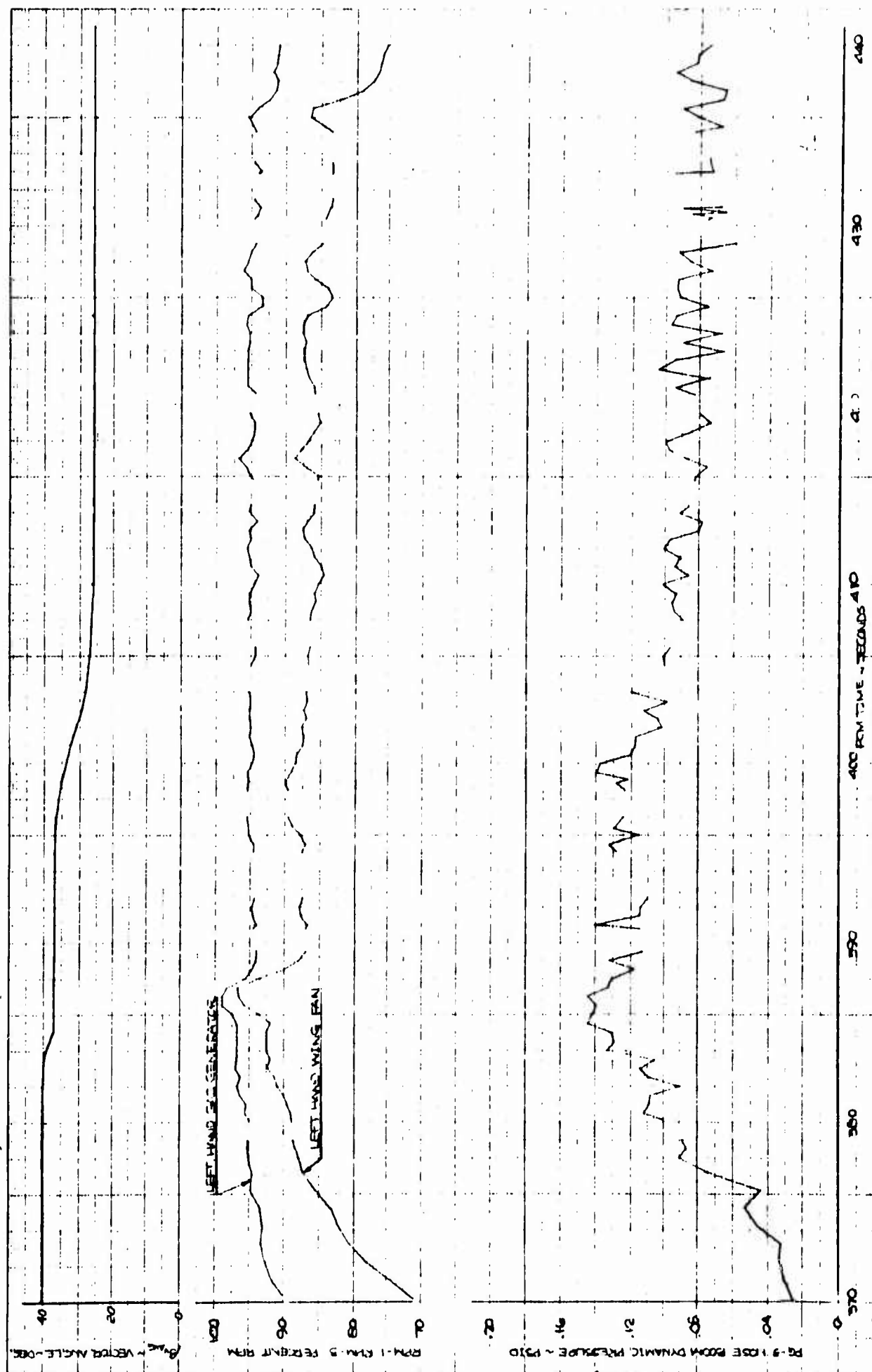


Figure A-43F STOL Operation Time Histories, A/C No. 62-4506, Test 58.0F  
Sheet 2 of 2



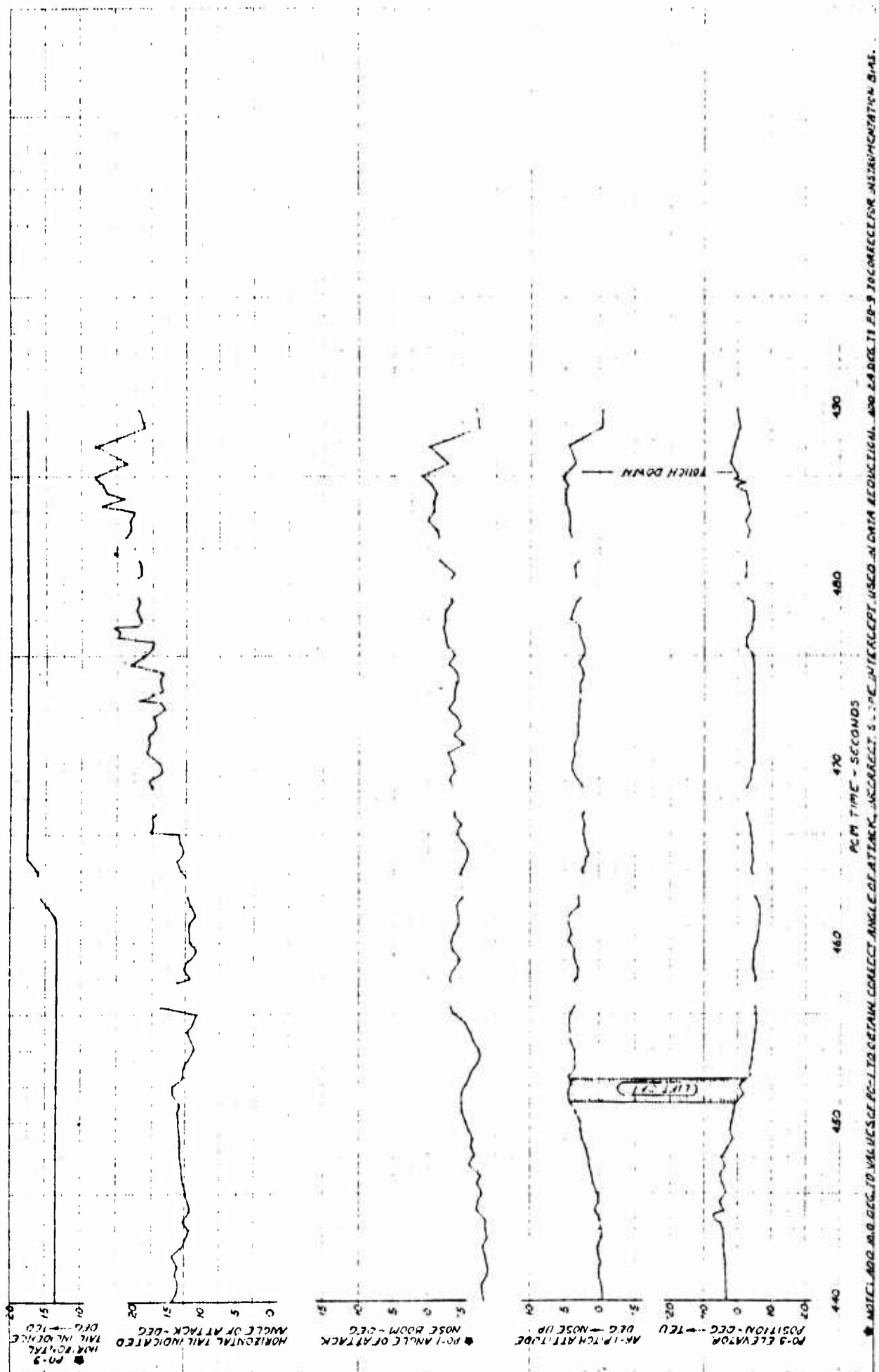


Figure A-44 STOL Operation Time Histories, A/C No. 62-4506, Test 58. 0F  
Sheet 1 of 2

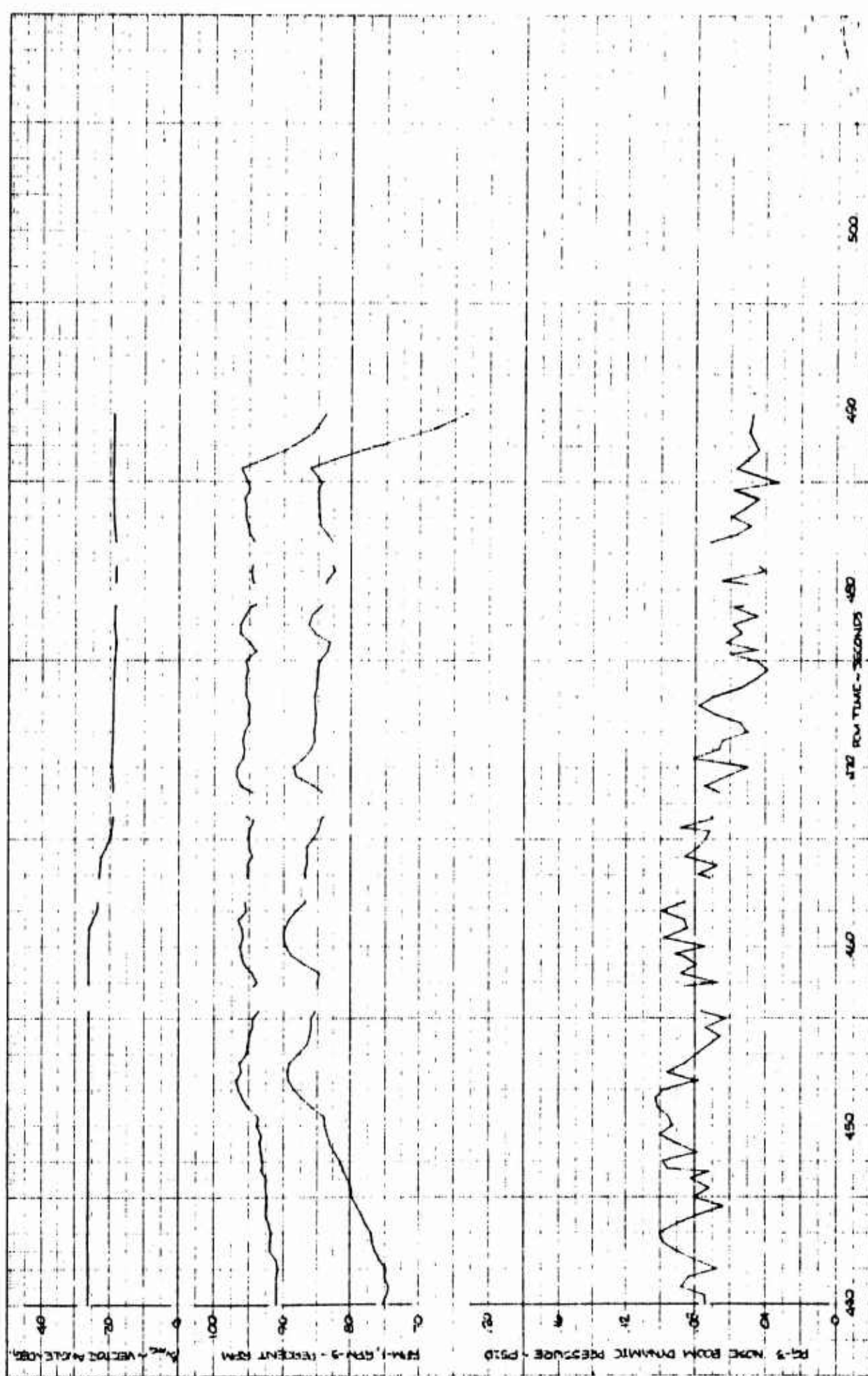


Figure A-44 STOL Operation Time Histories, A/C No. 62-4506, Test 58.0F  
Sheet 2 of 2

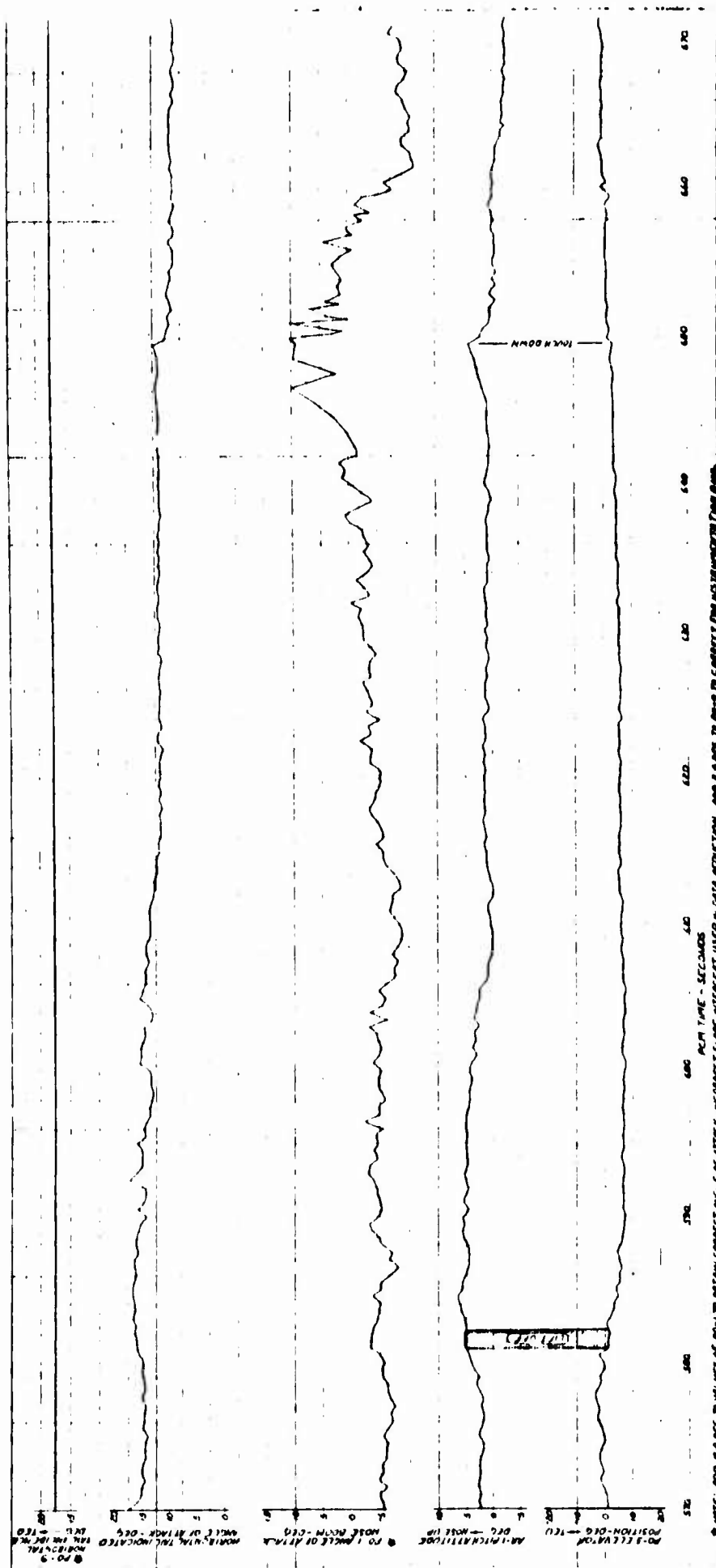


Figure A-45 STOL Operation Time Histories, A/C No. 62-4506, Test 58.0F  
Sheet 1 of 2

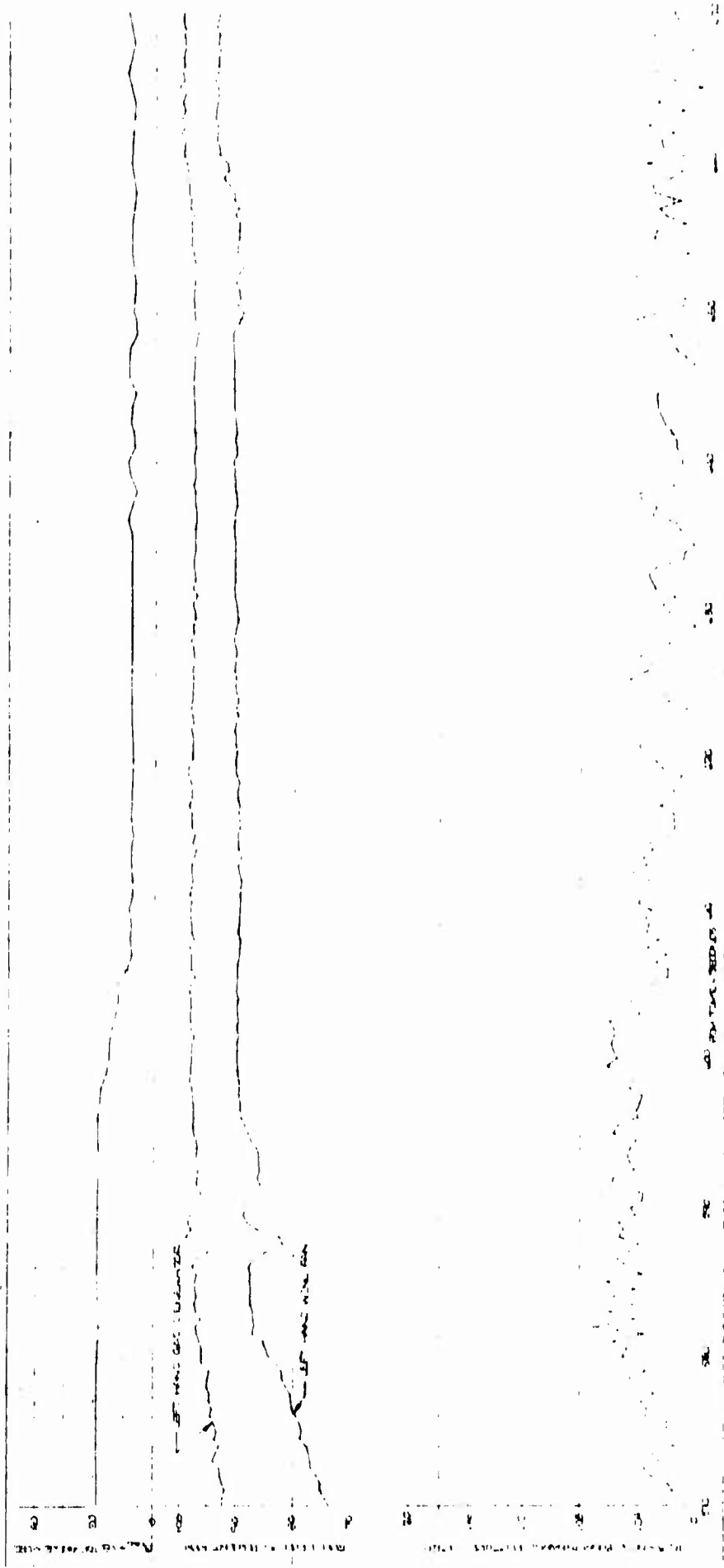
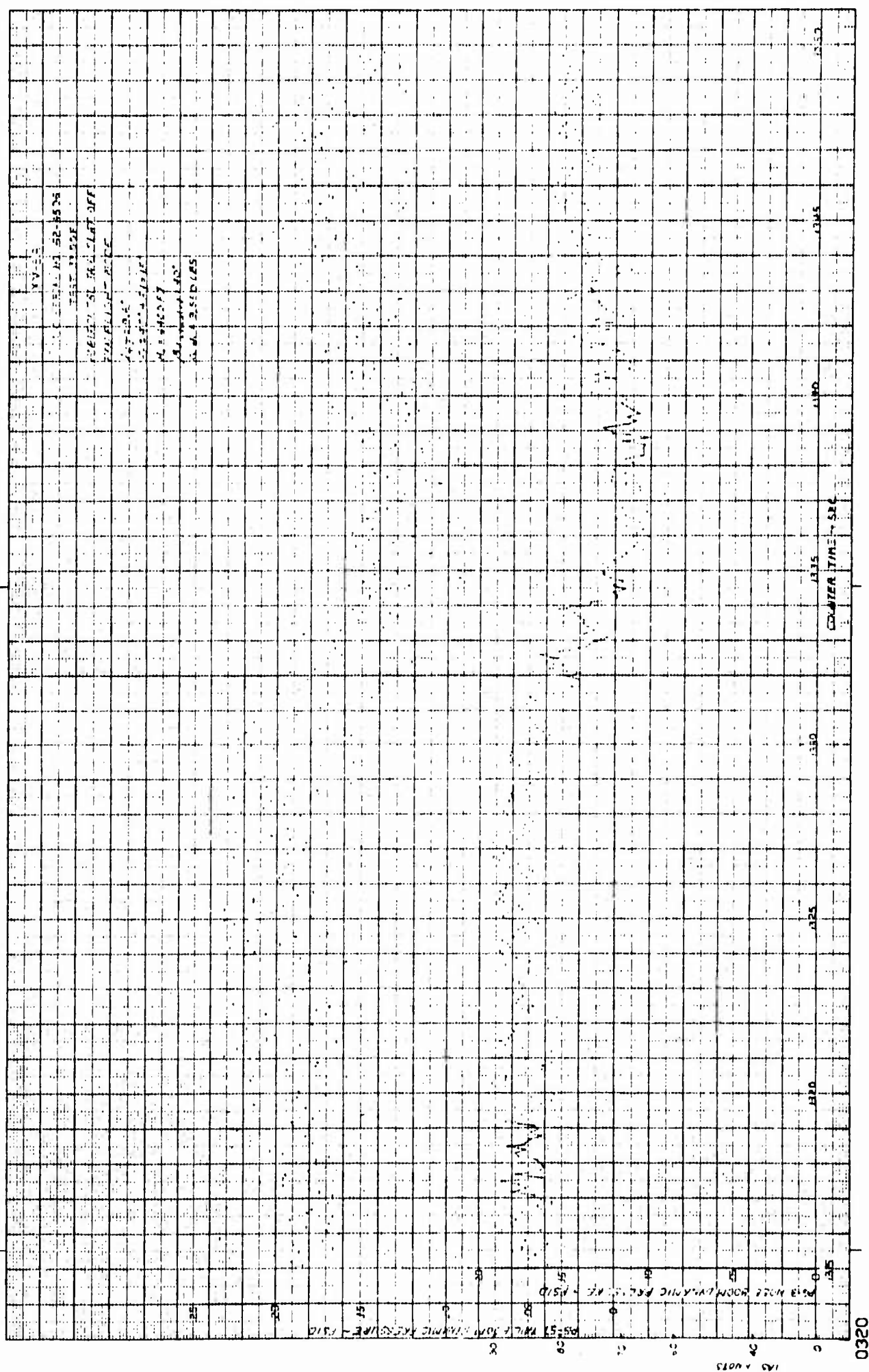


Figure A-45 STOL Operation Time Histories, A/C No. 62-4506, Test 58.0F  
Sheet 2 of 2



**Figure A-46 Horizontal Stabilizer Downwash Parameter Time Histories,  
Fan Flight Mode, A/C No. 62-4506, Test 39.00F  
Sheet 1 of 2**



**Figure A-46 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode,  
A/C No. 62-4506, Test 39.00F  
Sheet 2 of 2**

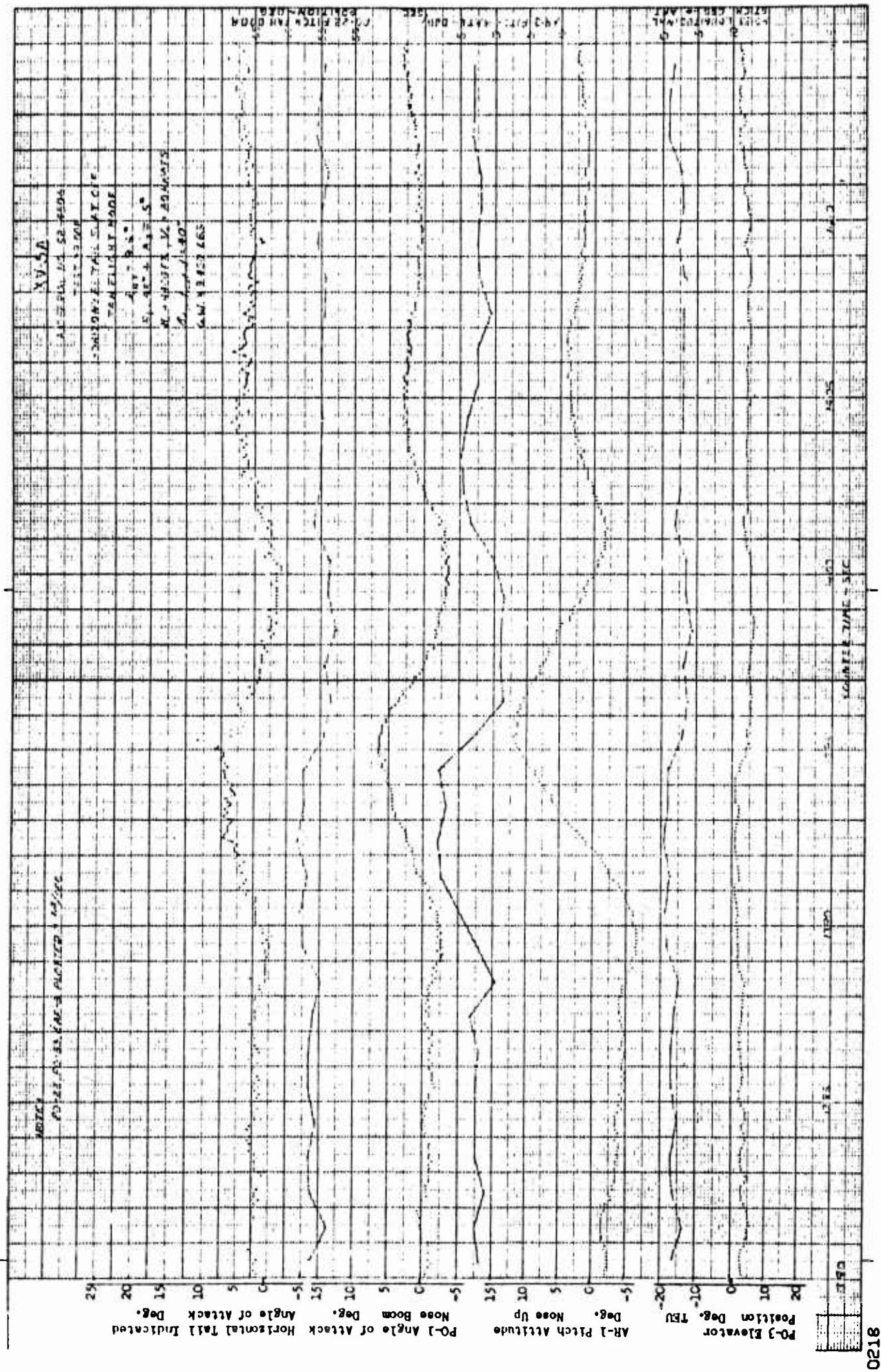


Figure A-47 Horizontal Stabilizer Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 39.00F  
Sheet 1 of 2



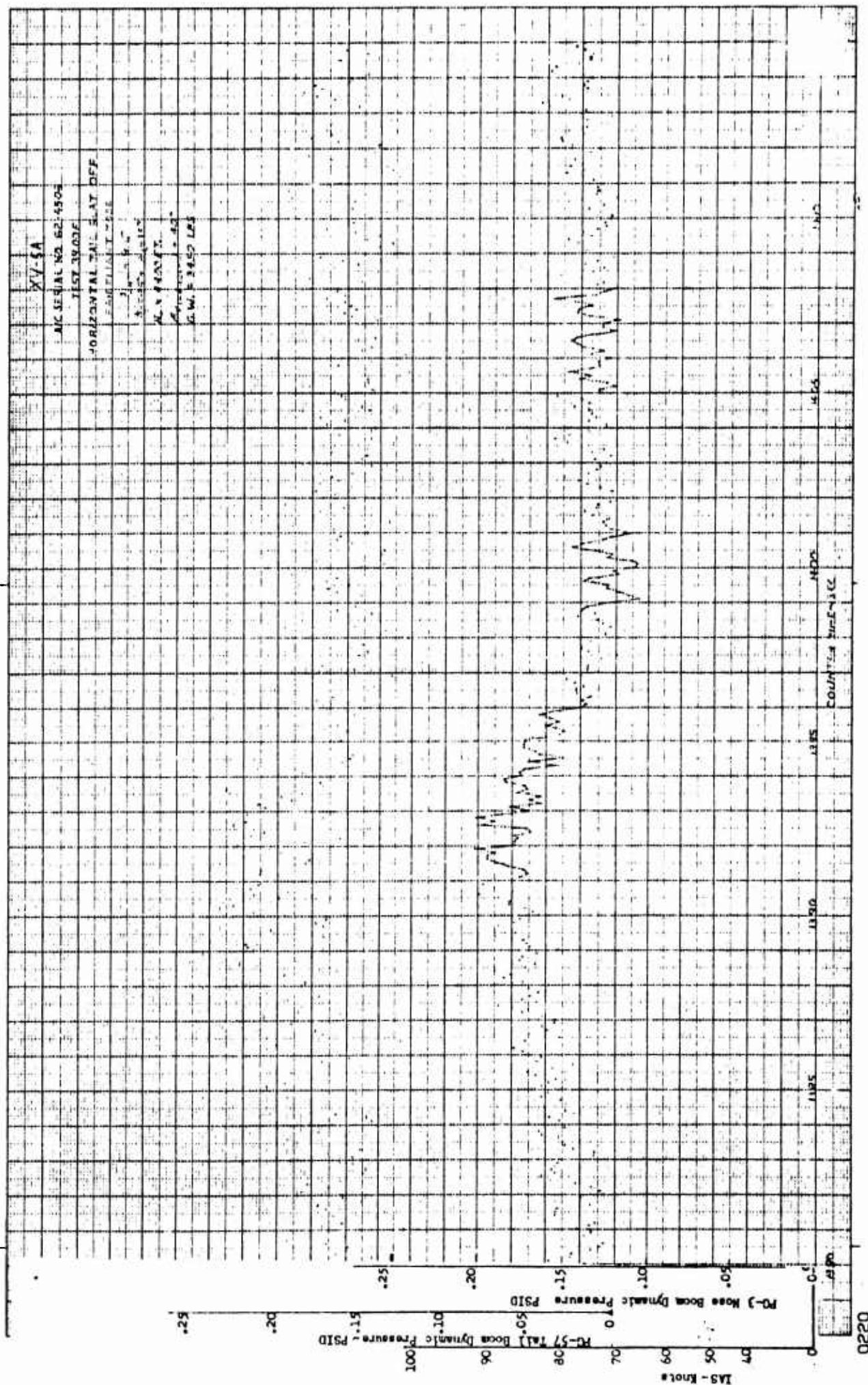


Figure A-47 Horizontal Stabilizer Parameter Time Histories, Fan Flight Mode,  
 A/C No. 62-4506, Test 39.00F  
 Sheet 2 of 2



Figure A-48 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode,  
A/C No. 62-4506, Test No. 00F  
Sheet 1 of 2

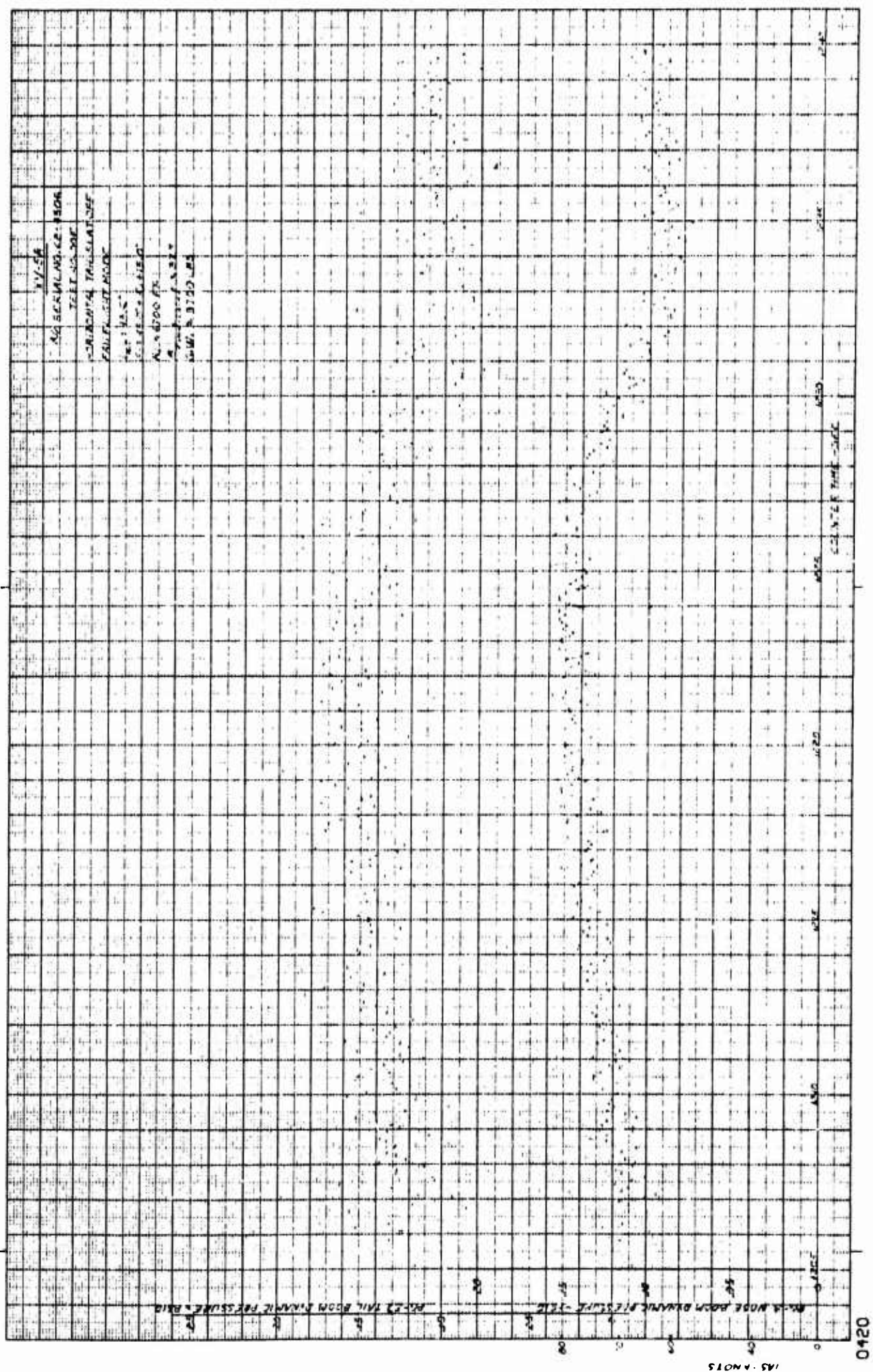
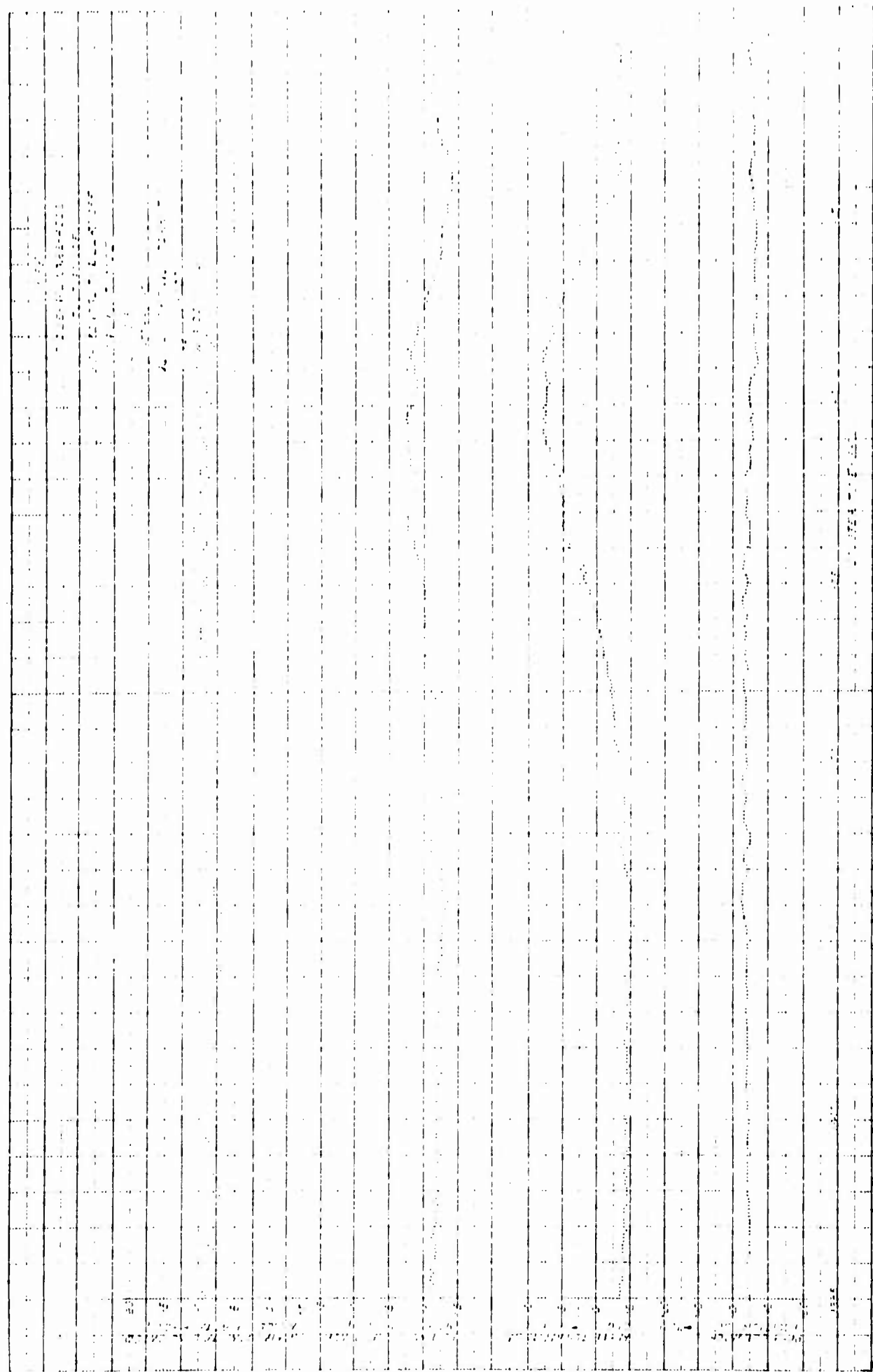


Figure A-48 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode,  
A/C No. 62-4506, Test 40.00F  
Sheet 2 of 2



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Figure A-49 Horizontal Stabilizer Downwash: Parameter Time Histories, Fan Flight Mode,  
A/C No. 62-4506, Test 40.00F  
Sheet 1 of 2

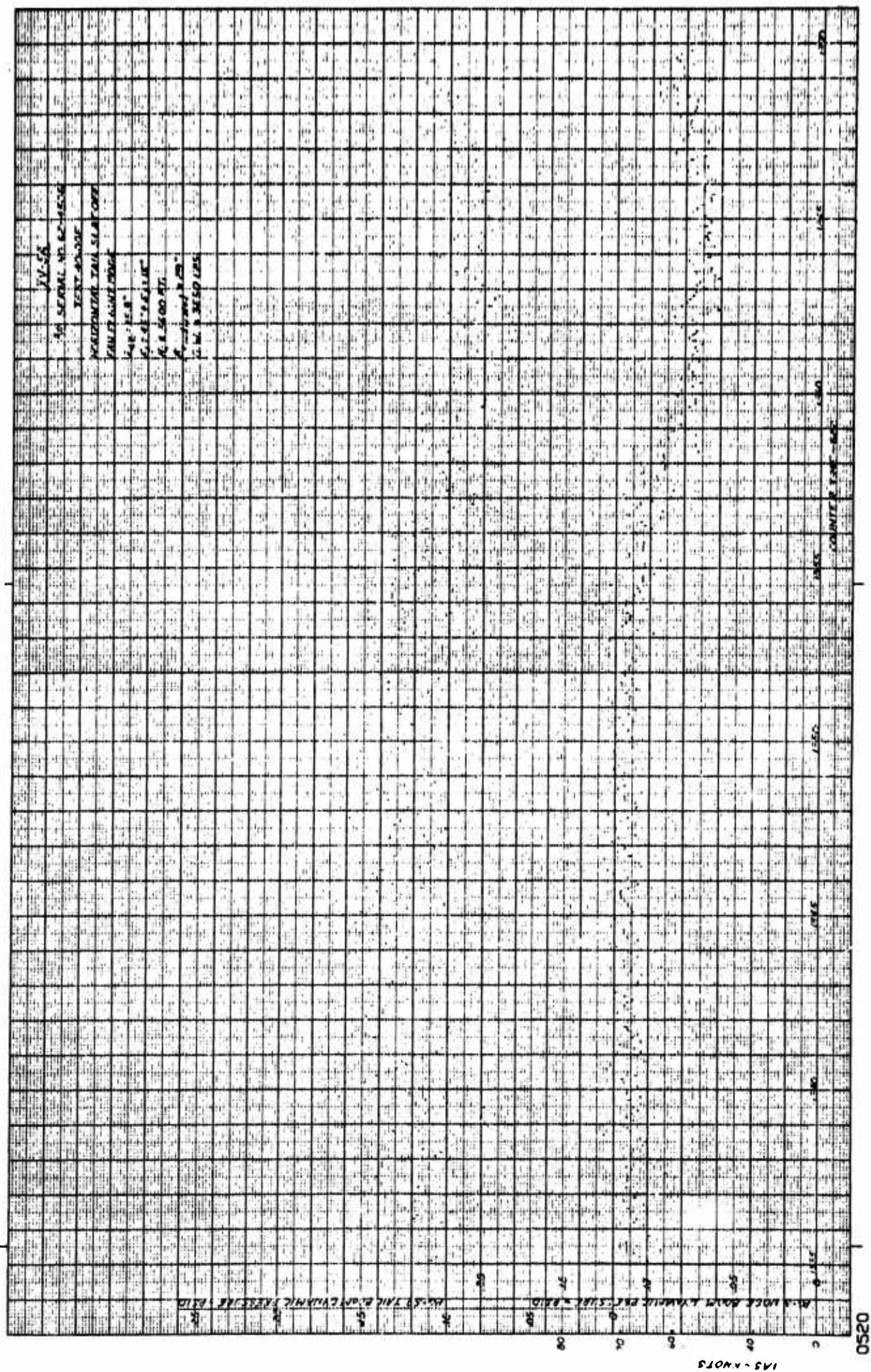


Figure A-49 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode,  
A/C No. 62-4506, Test 40.00F  
Sheet 2 of 2



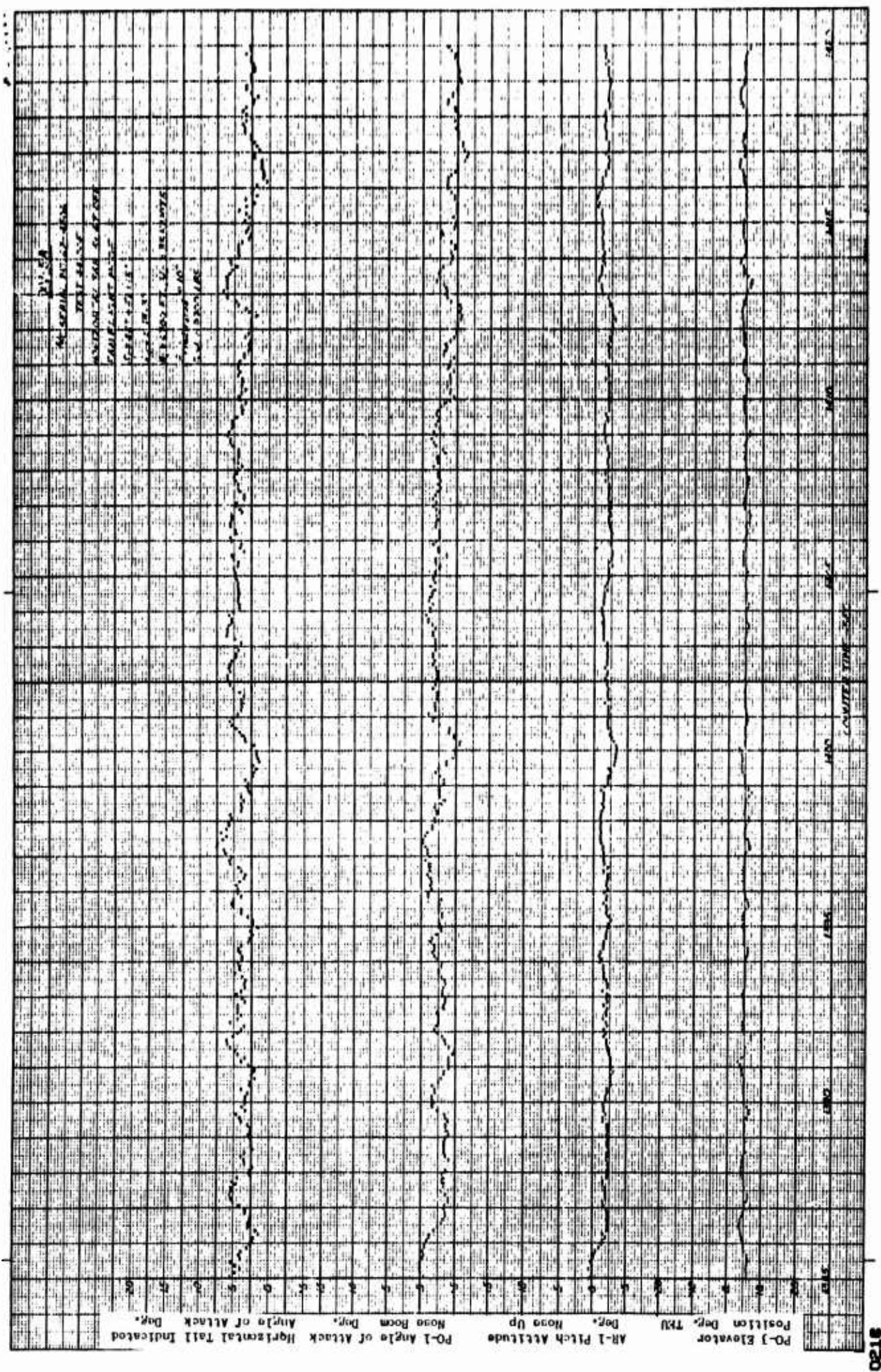
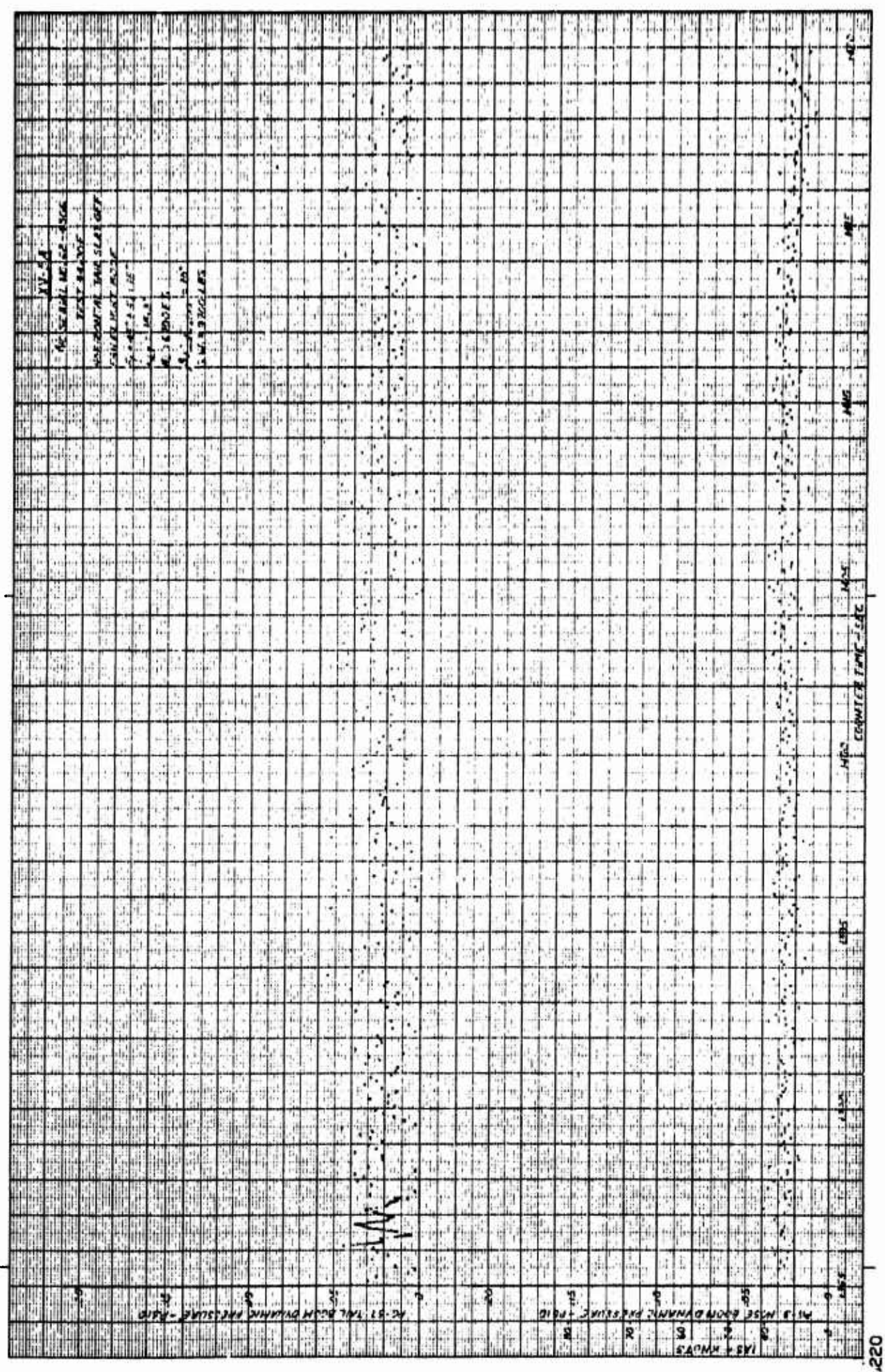


Figure A-50 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode,  
A/C No. 62-4506, Test 44.00F  
Sheet 1 of 4

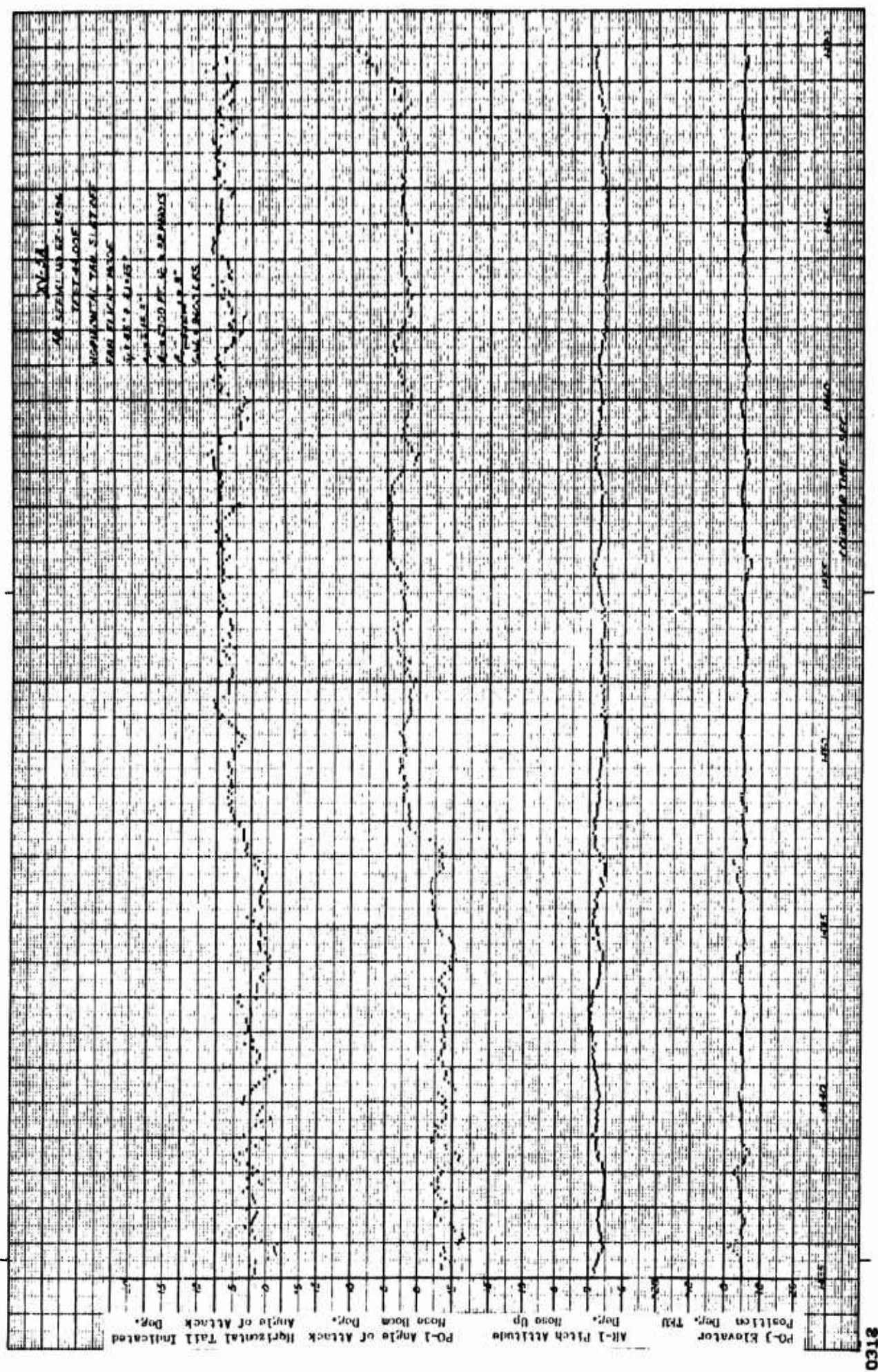


**Figure A-50 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode,**

**A/C No. 62-4506, Test 44.00F**

Sheet 2 of 4





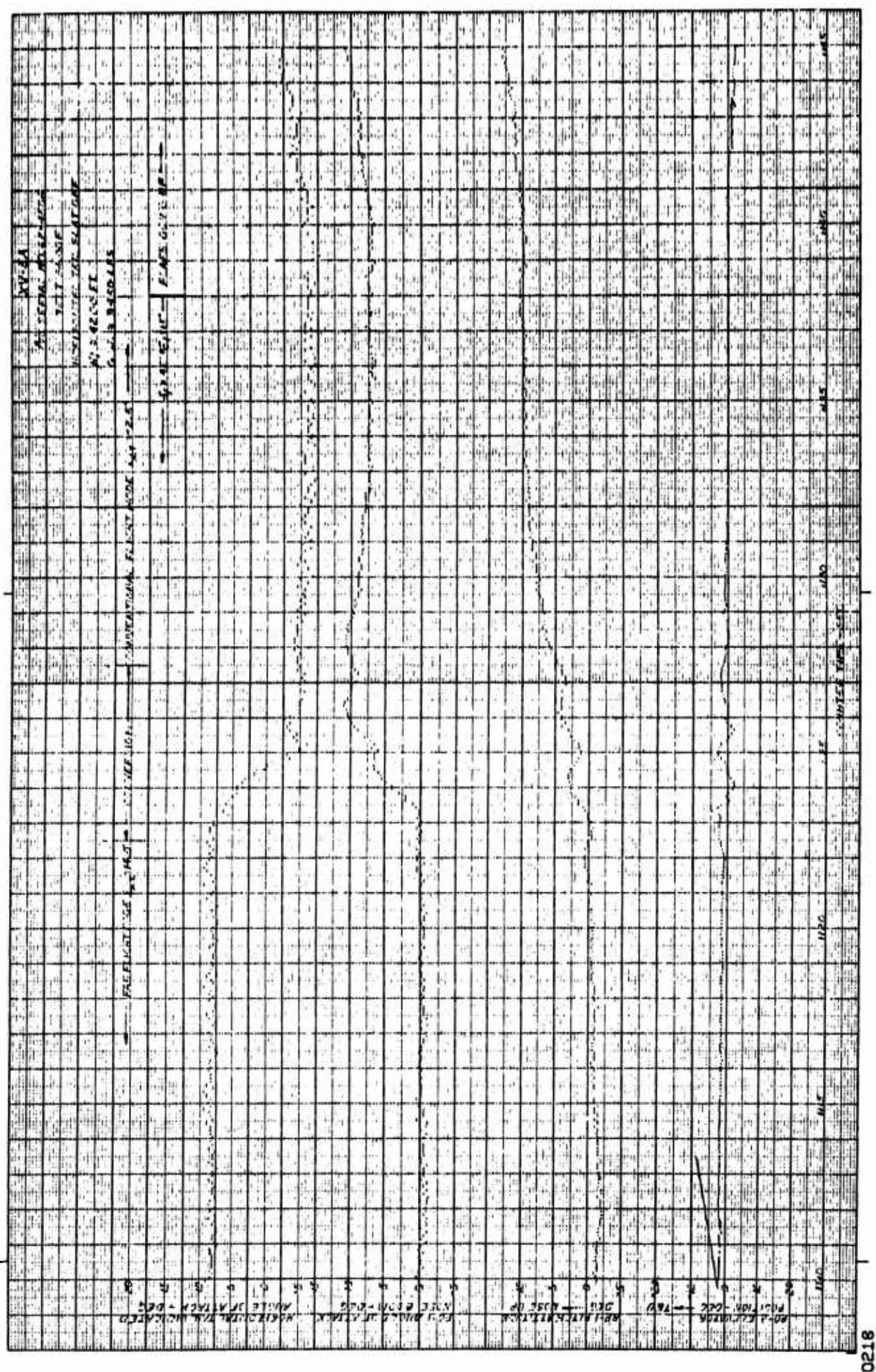
**Figure A-50 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode,**

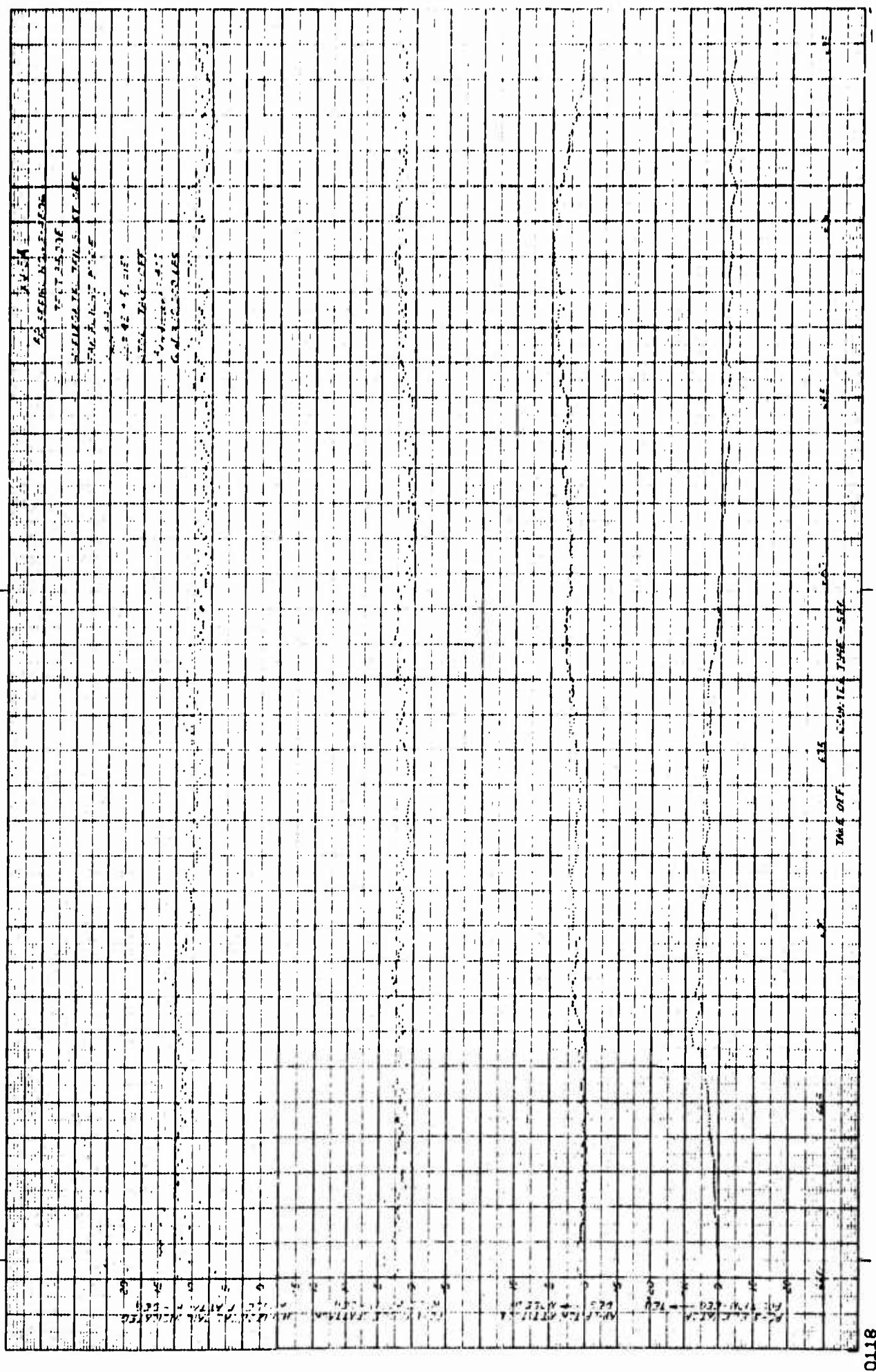
**A/C No. 62-4506, Test 44.00F**

Sheet 3 of 4









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Figure A-52 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode, A/C No. 62-4506, Test 34.00F

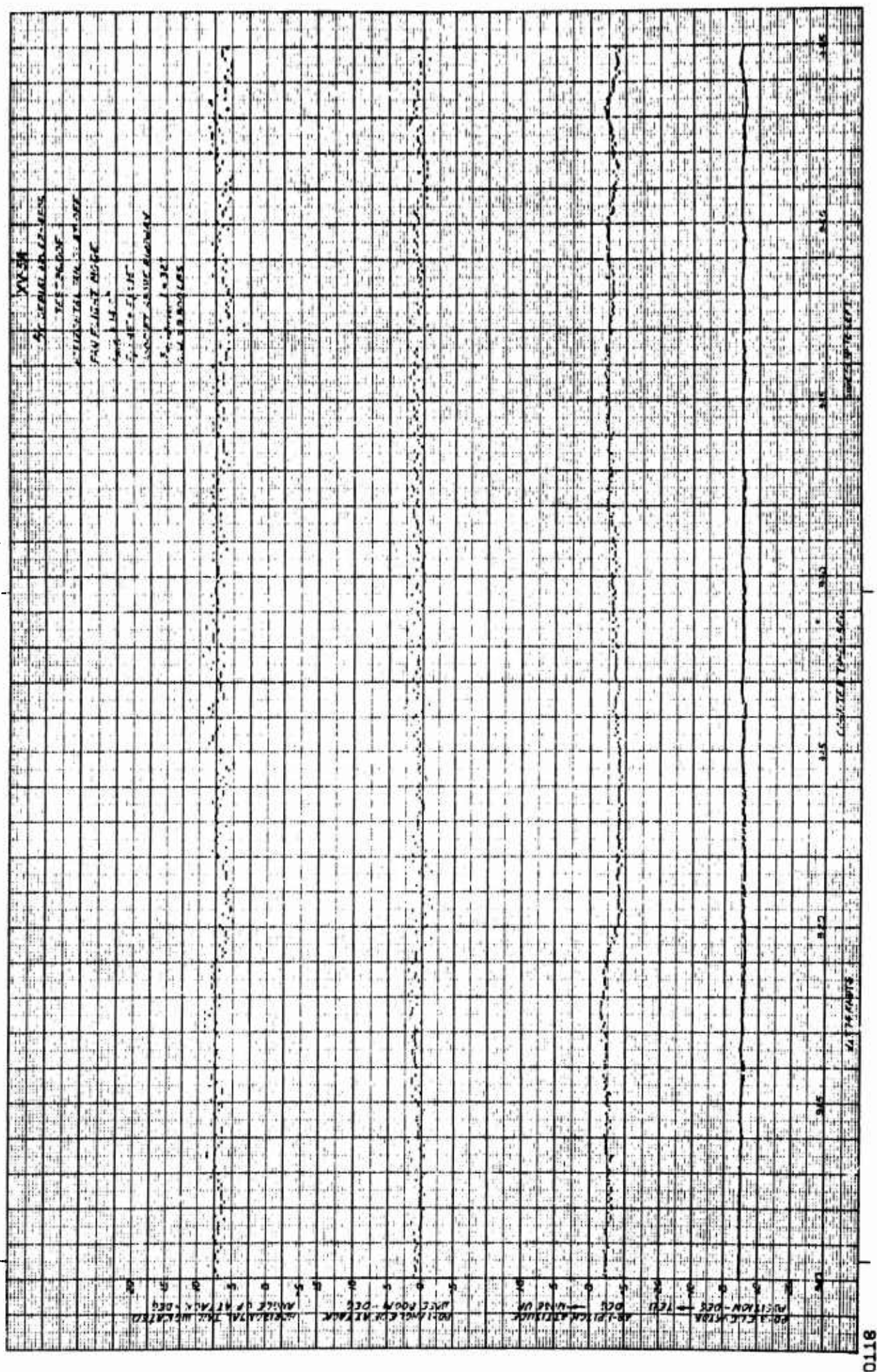
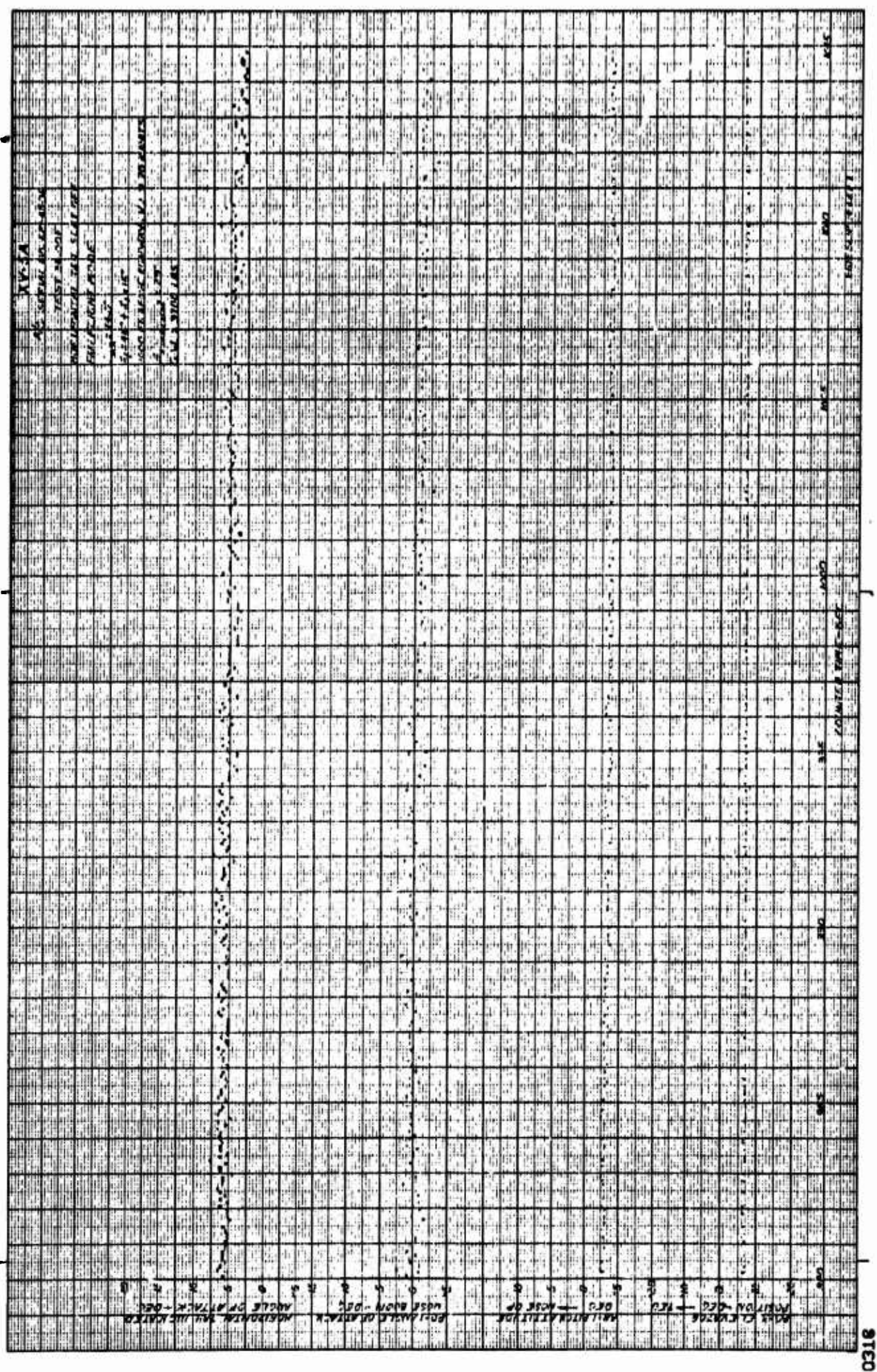


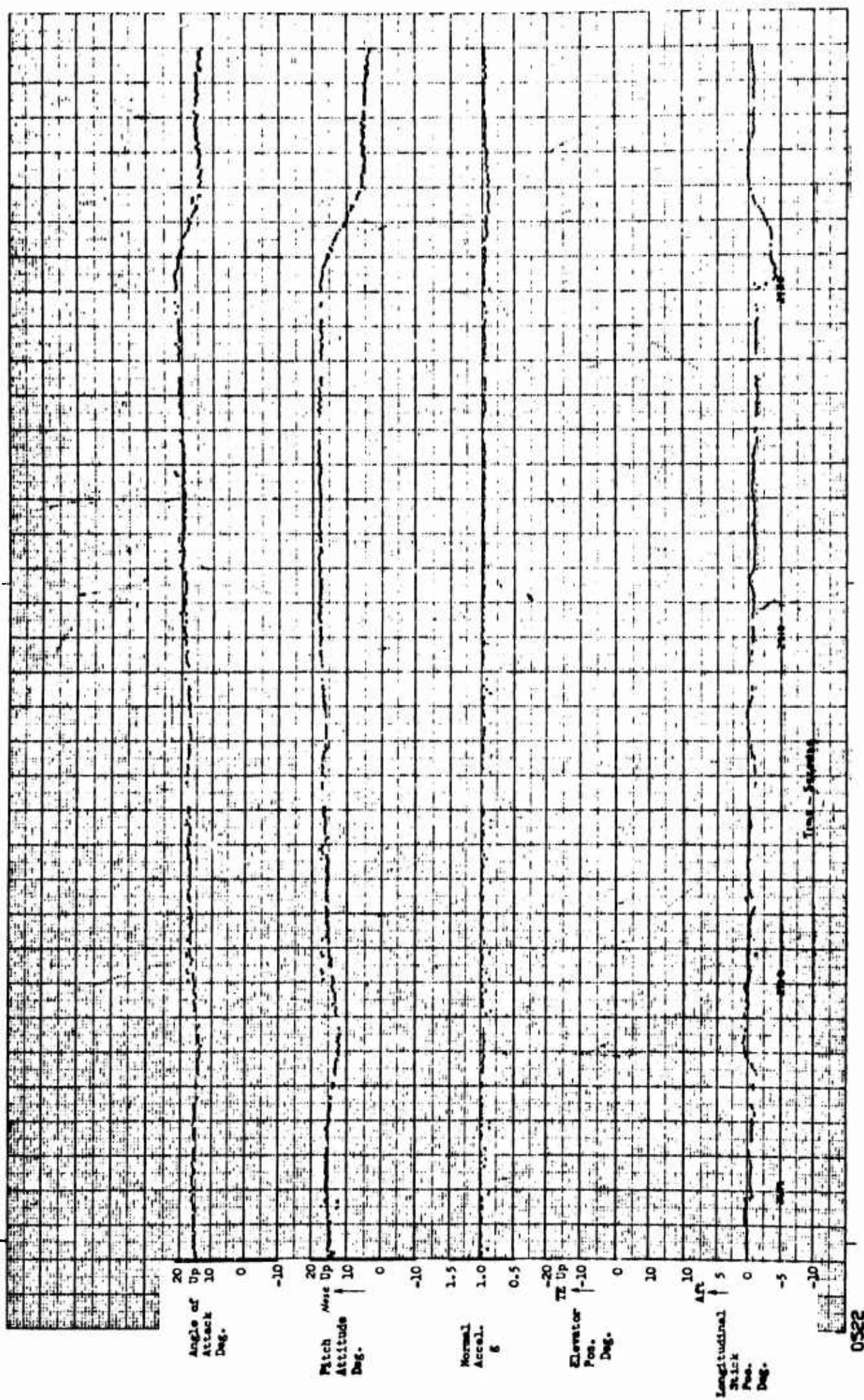
Figure A-53 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode,  
A/C No. 62-4506, Test 36.00F  
Sheet 1 of 2





**Figure A-53 Horizontal Stabilizer Downwash Parameter Time Histories, Fan Flight Mode,  
A/C No. 62-4506, Test 36.00F  
Sheet 2 of 2**





**Figure A-54 Stall Approach in Preconversion Configuration, A/C No. 62-4506, Test 25.0F,  $H_i \approx 10,000$  Feet, G.W.  $\approx 10,000$  Pounds**

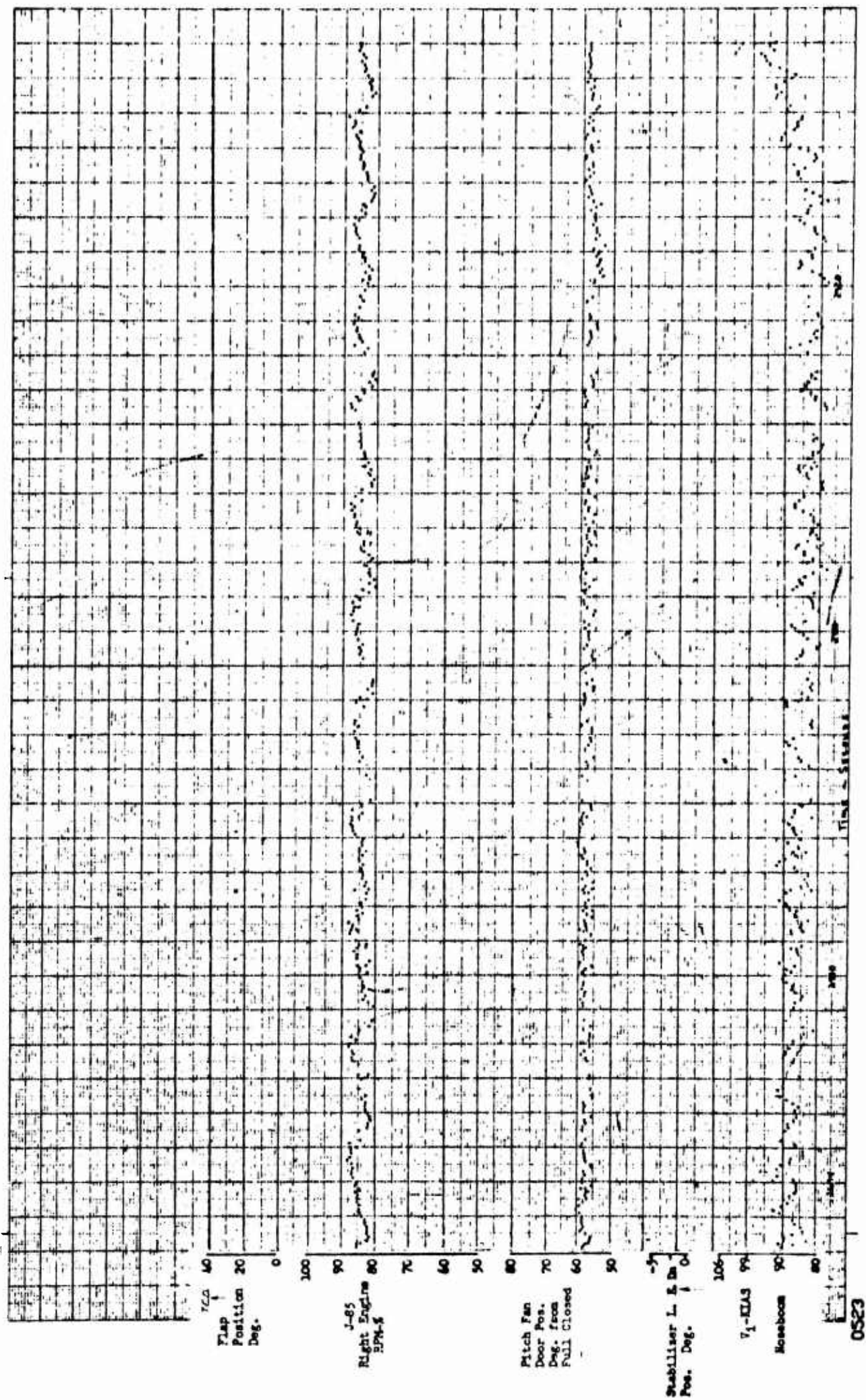


Figure A-55 Stall Approach in Preconversion Configuration, A/C No. 62-4506, Test 25.0F,  $H_i \approx 10,000$  Feet, G.W.  $\approx 10,000$  Pounds

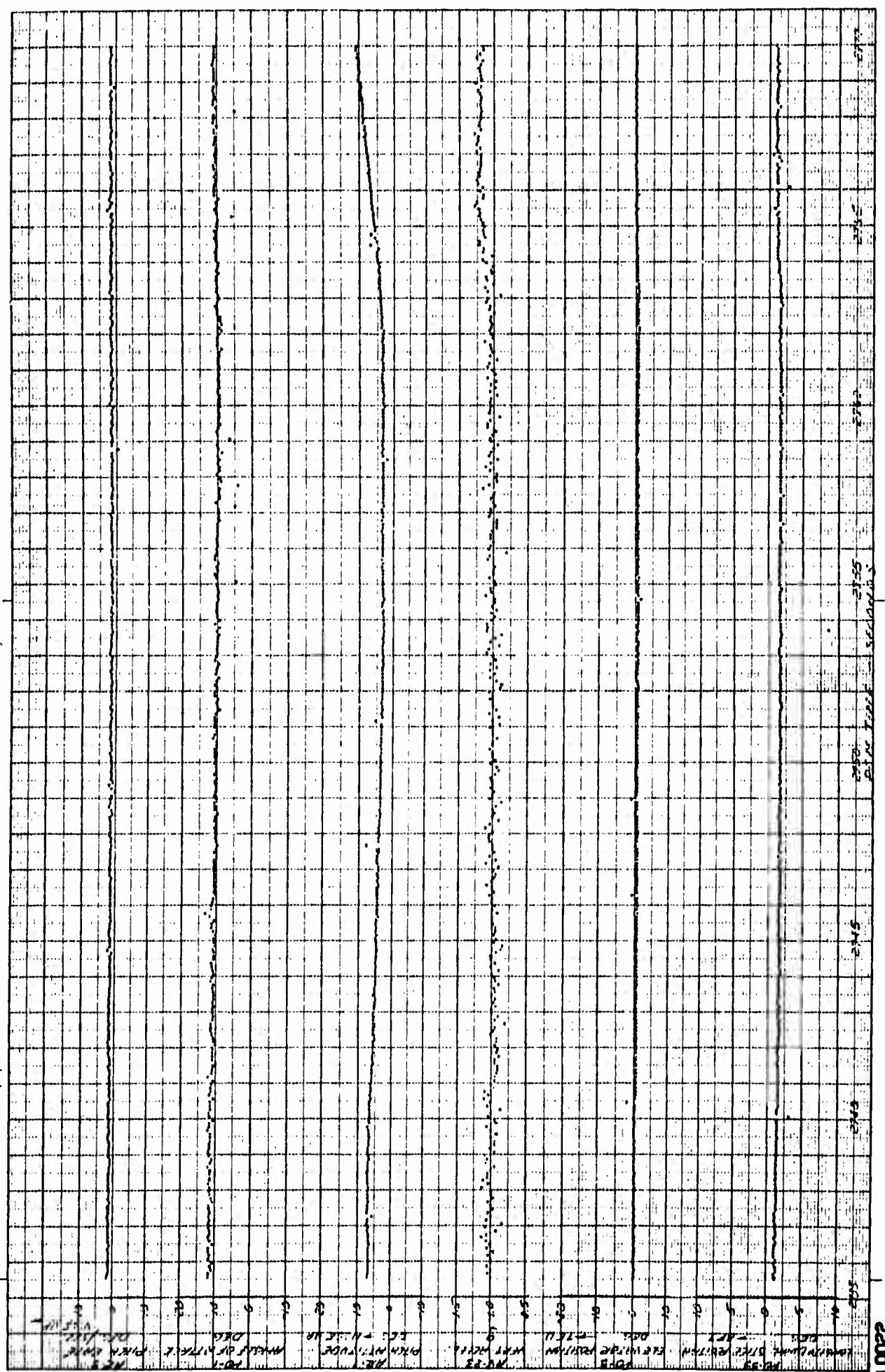


Figure A-56 Long Period Longitudinal Stability Check, Stick Free, A/C No. 62-4505, Test 7.0F,  $H_1 \approx 12,000$  Feet,  $V_{1\text{Trim}} \approx 150$  Knots, G.W.  $\approx 10,300$  Pounds C.G. Position F.S. 240, Configuration C R



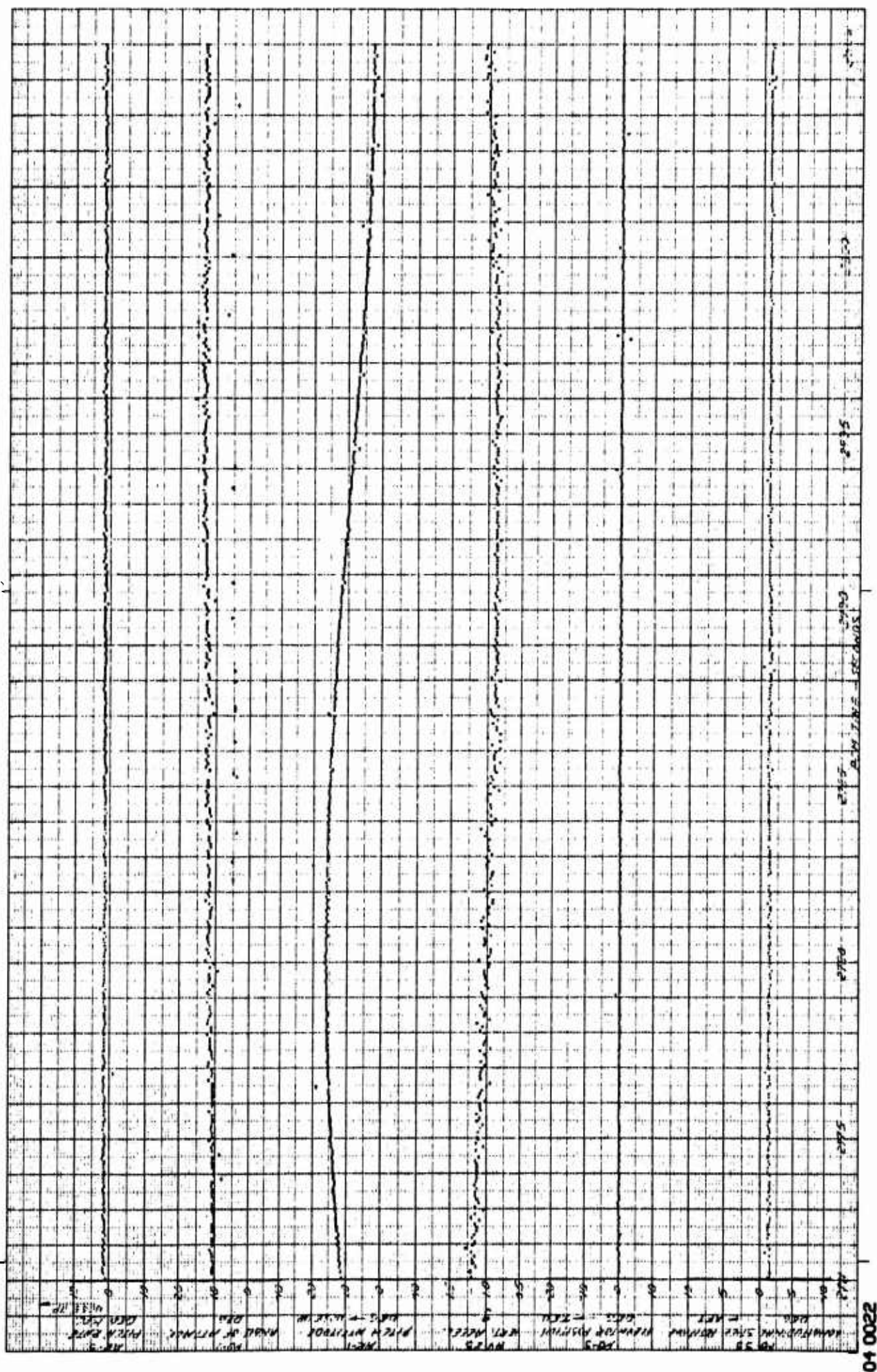
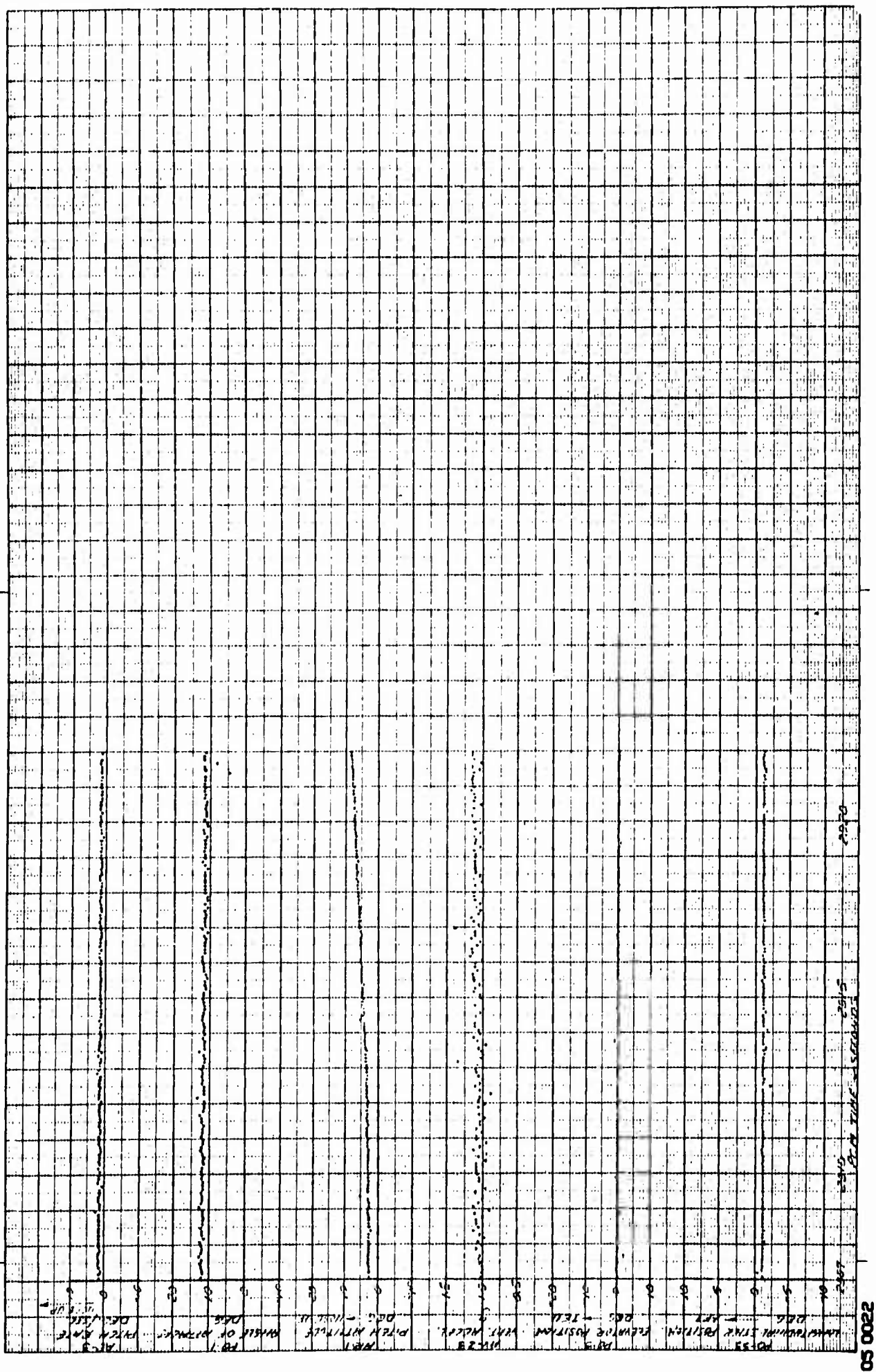


Figure A-57 Long Period Longitudinal Stability Check, Stick Free, A/C No. 62-4505, Test 7.0F,  $H_1 \approx 12,000$  Feet,  $V_{iTrim} \approx 150$  Knots, G.W.  $\approx 10,300$  Pounds, C.G. Position F.S. 240, Configuration C R





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Figure A-58 Long Period Longitudinal Stability Check, Stick Free, A/C No. 62-4505, Test 7.0F,  $H_i \approx 12,000$  Feet,  $V_{iTrim} \approx 150$  Knots, G.W.  $\approx 10,300$  Pounds, C.G. Position F.S. 240, Configuration C R

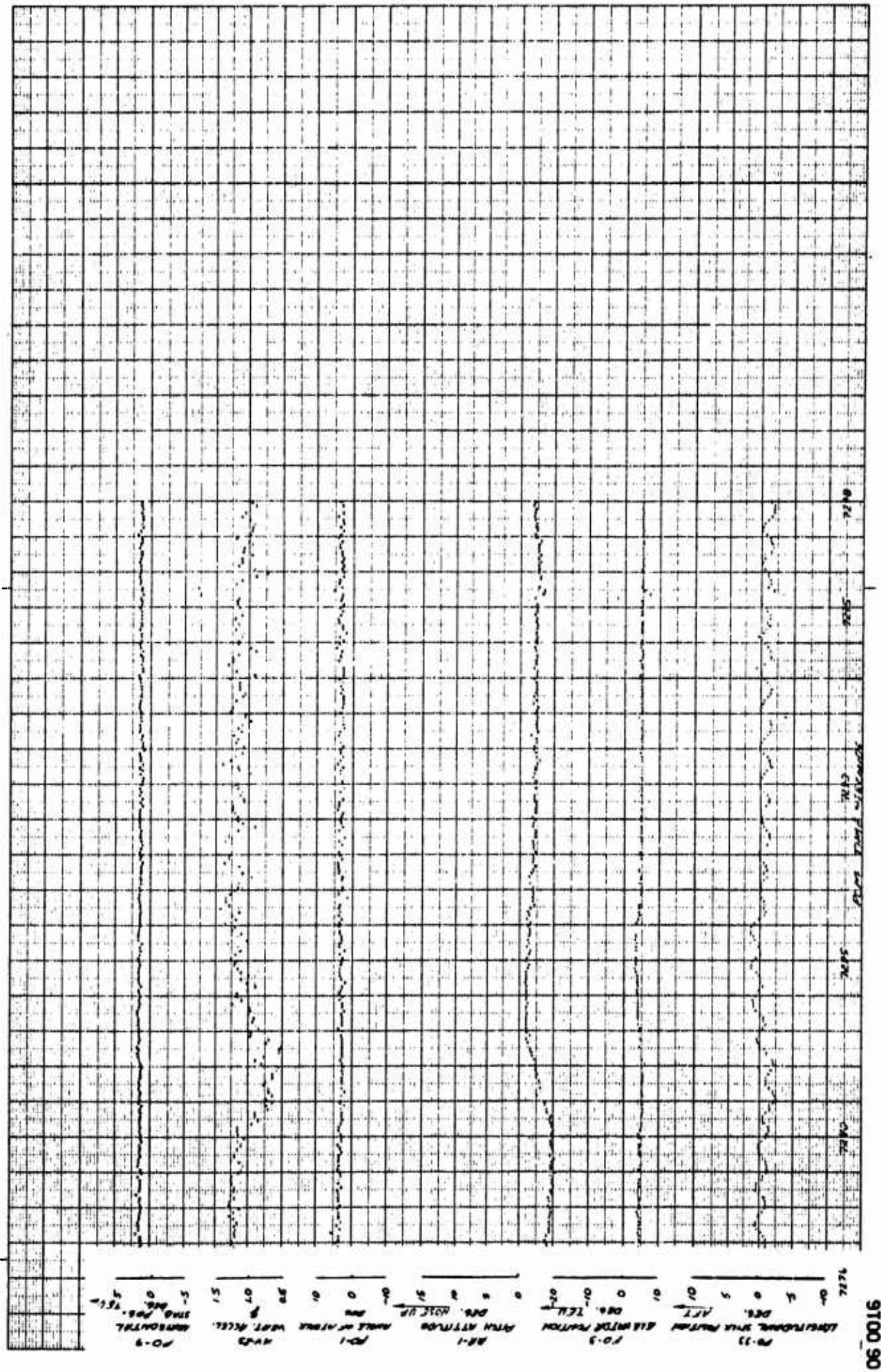
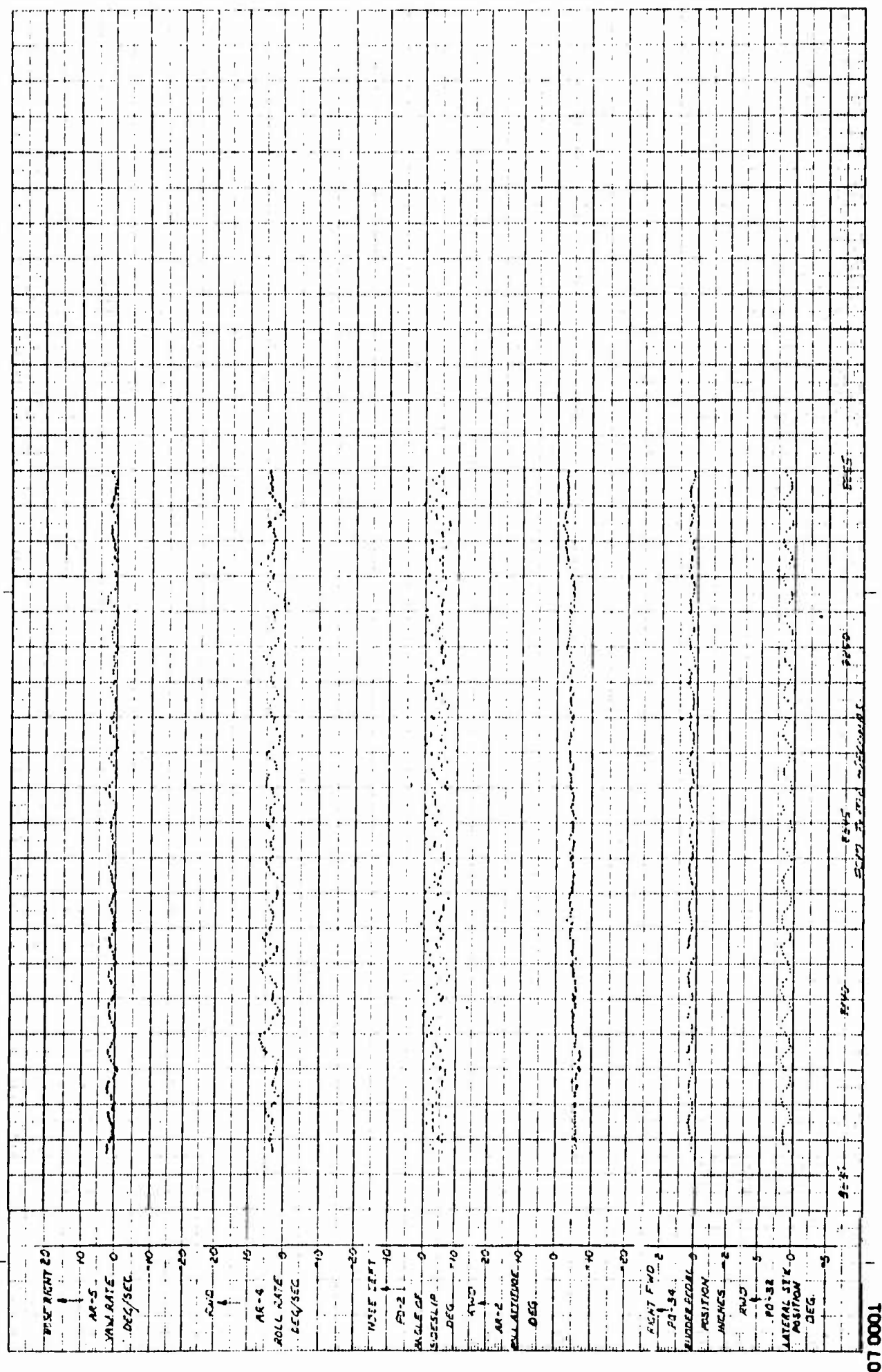


Figure A-59 Longitudinal Stability Check, A/C No. 62-4505 Test 23.0F,  $H_i \approx 7700$  Feet,  $V_i \approx 405$  Knots, G.W.  $\approx 10,300$  Pounds, C.G. Position F.S. 241, Configuration C R

**Figure A-60 Longitudinal Stability Check, A/C No. 62-4505, Test 23.0F,  $H_i \approx 7700$  Feet,  $V_i \approx 405$  Knots, G.W.  $\approx 10,300$  Pounds, C.G. Position F.S. 241, Configuration C R**







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Figure A-62 Longitudinal Stability Check, A/C No. 62-4505, Test 23.0F,  $H_i \approx 7700$  Feet,  $V_i \approx 405$  Knots, G.W.  $\approx 10,300$  Pounds, C.G. Position F.S. 241, Configuration C R

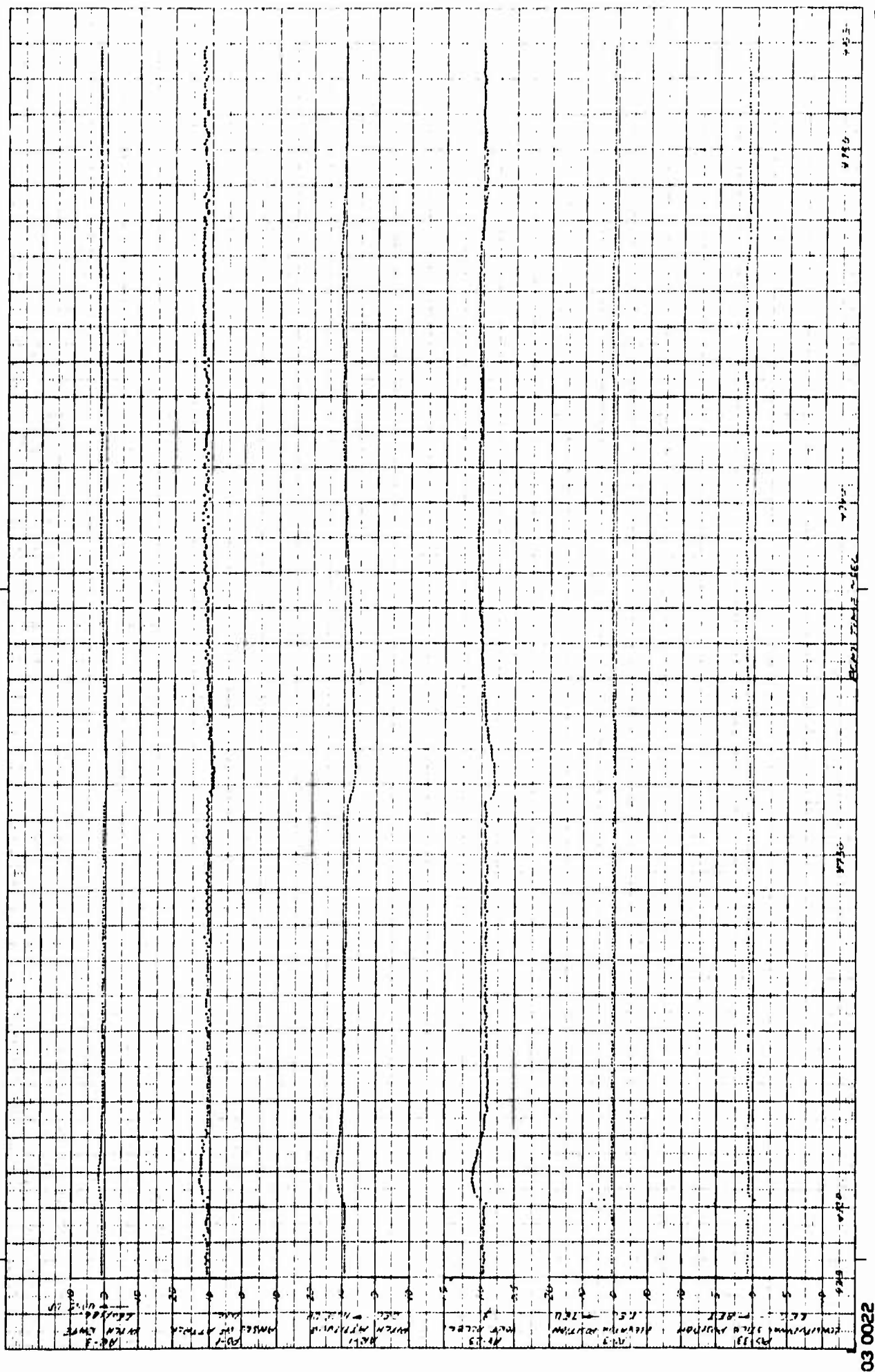


Figure A-63 Short Period Longitudinal Stability Check, A/C No. 62-4506, Test 7.0F,  $H_1 \approx 13,000$  Feet,  $V_1 \approx 130$  Knots, G.W.  $\approx 9700$  Pounds, C. G. Position F.S. 240, Gear Down, Flaps Up

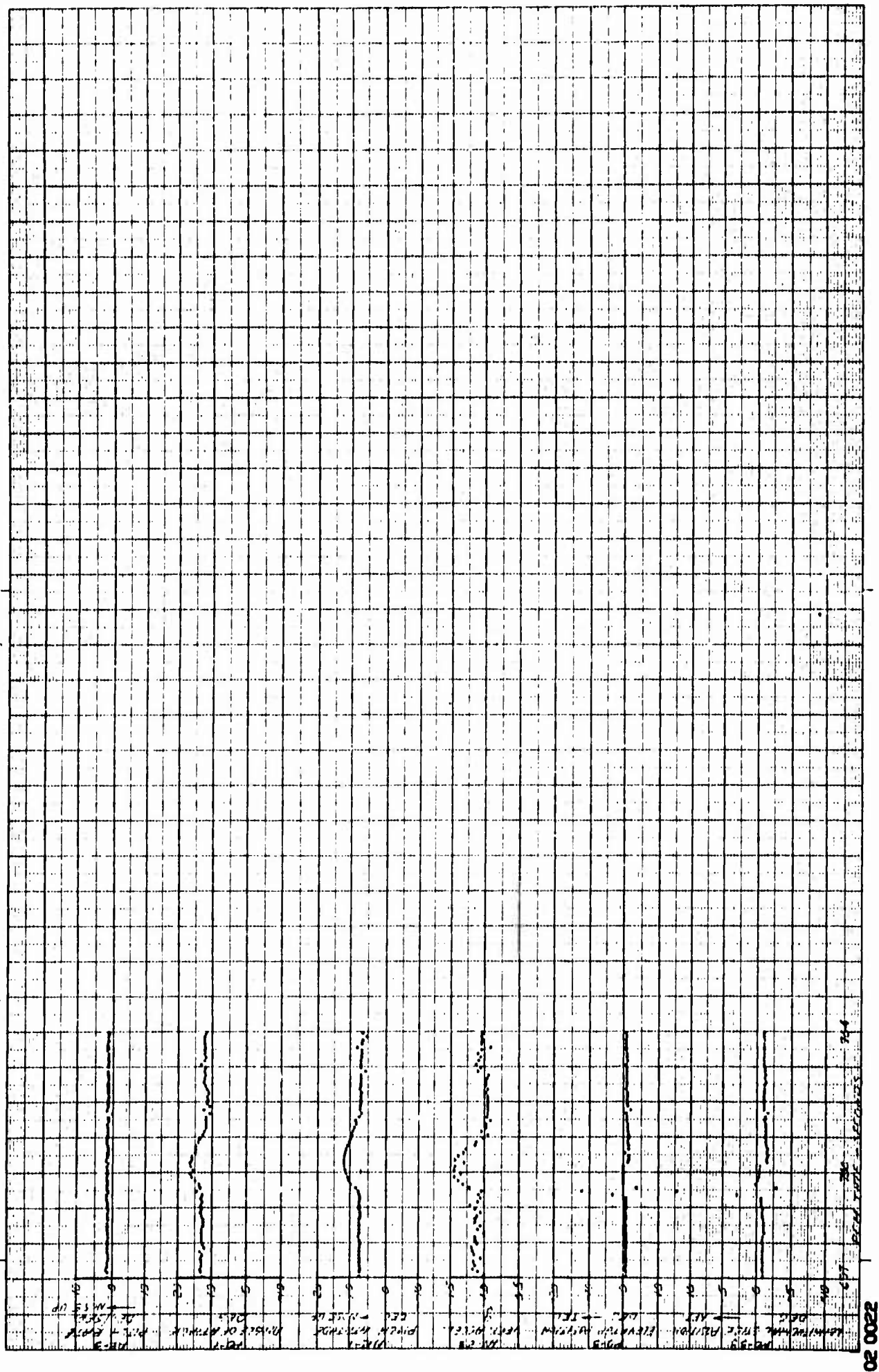
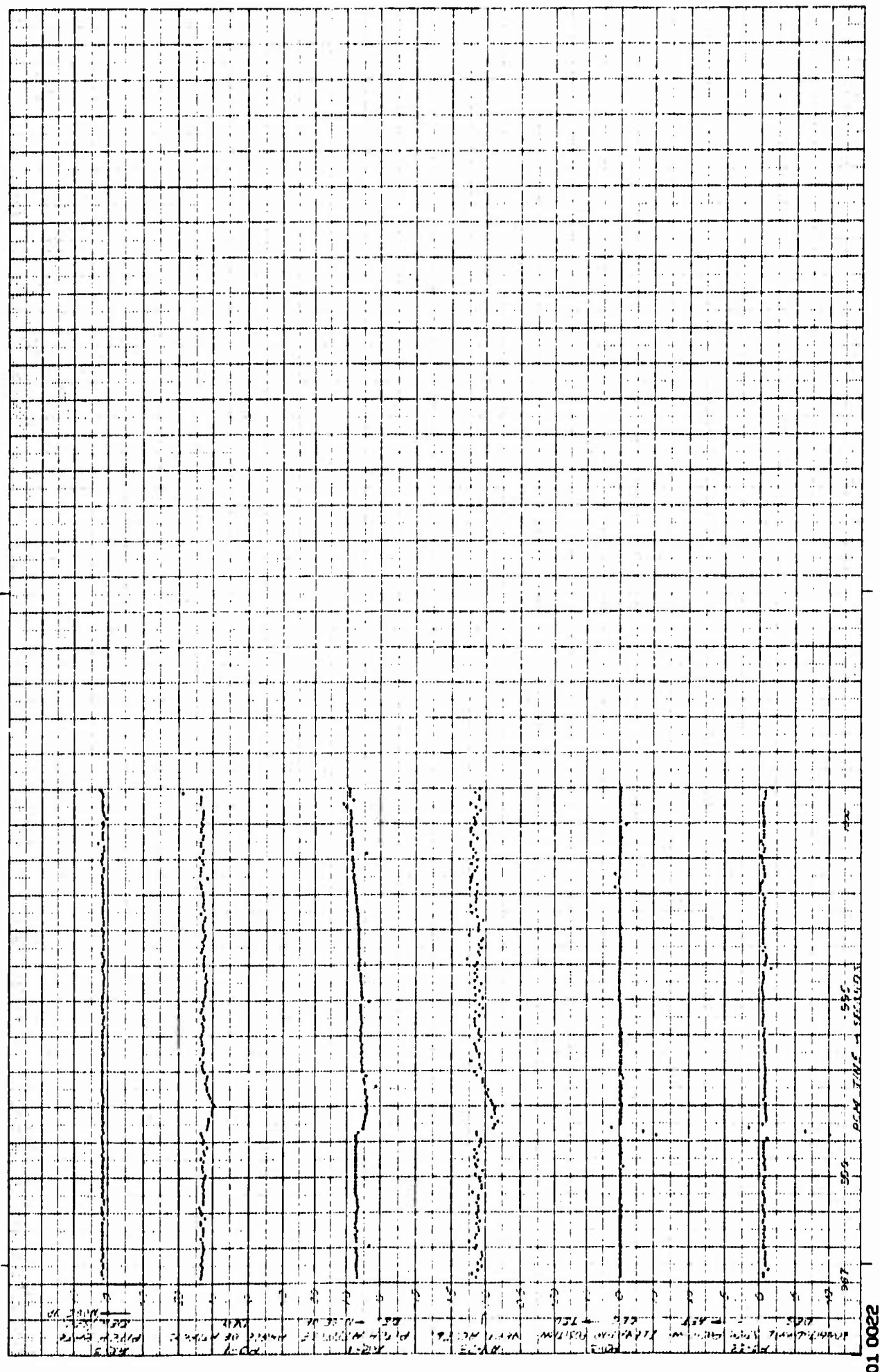


Figure A-64 Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 7.0F,  $H_i \approx 12,000$  Feet,  $V_i \approx 150$  Knots, G.W.  $\approx 10,500$ , C.G. Position F.S. 239.8, Configuration C R



01 0022

Figure A-65 Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 7.0F,  $H_i \approx 12,000$  Feet,  
 $V_i \approx 150$  Knots, G.W.  $\approx 10,500$ , C.G. Position F.S. 239.8, Configuration C R



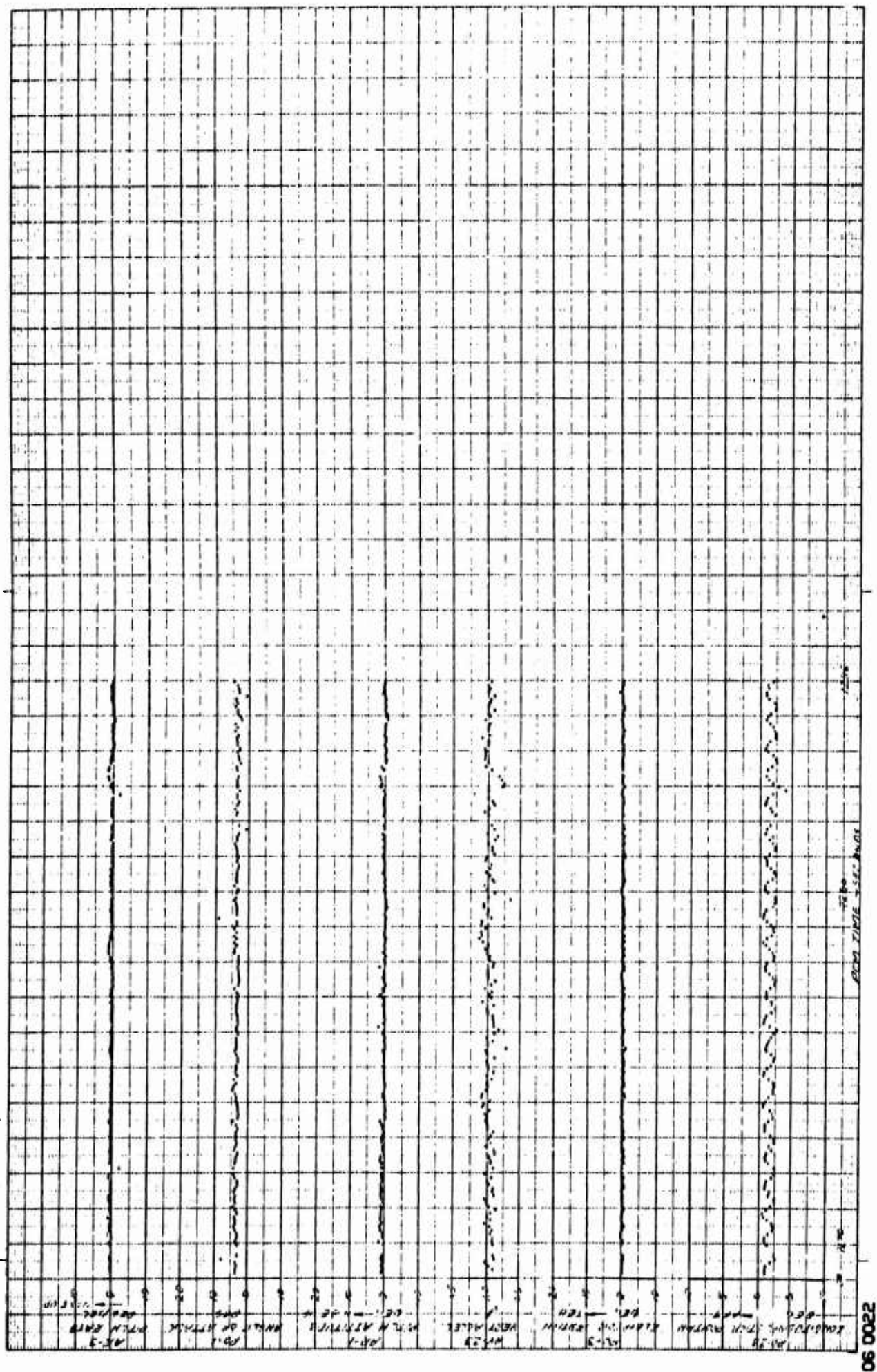


Figure A-66 Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 15.0F,  $H_1 \approx 8000$  Feet,  $V_1 \approx 284$  Knots, G.W.  $\approx 11,000$  Pounds, C.G. Position F.S. 240.2, Configuration C R

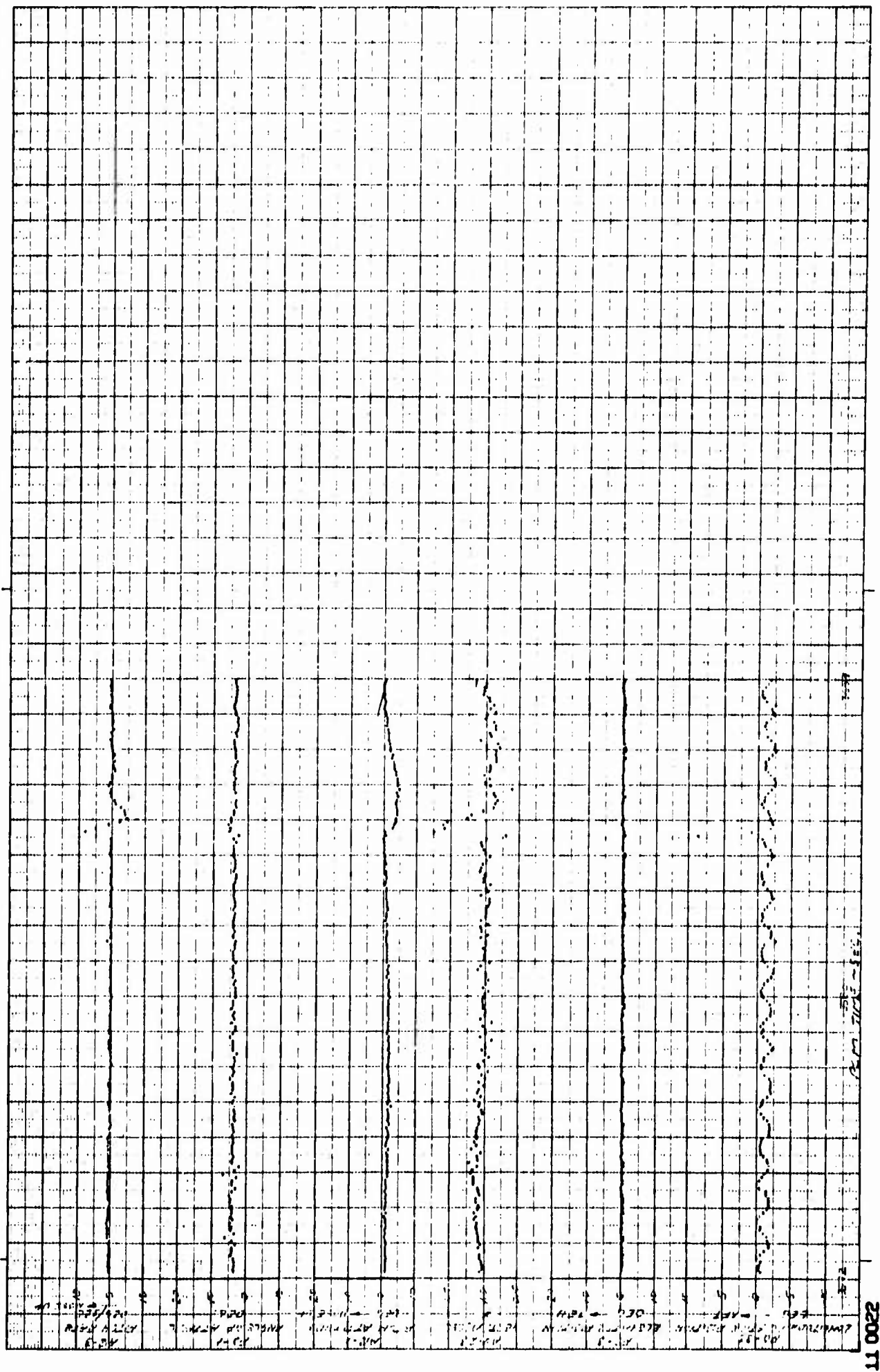


Figure A-67 Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 15.0F,  $H_i \approx 20,000$  Feet,  
 $V_i \approx 289$  Knots, G.W.  $\approx 10,250$  Pounds, C.G. Position F.S. 239.2, Configuration C R

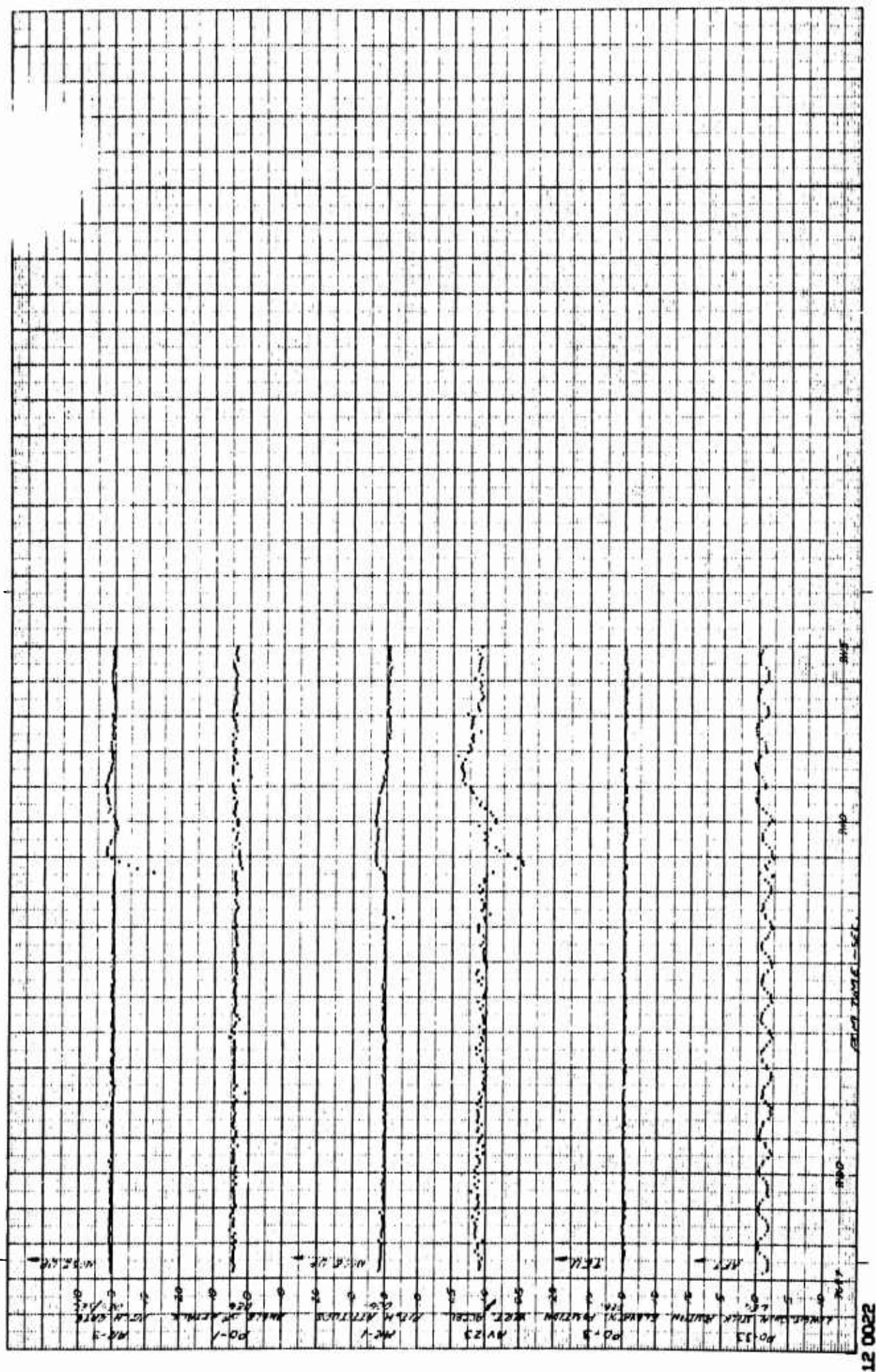


Figure A-68 Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 15.0F,  $H_i \approx 20,000$  Feet,  $V_i \approx 289$  Knots, G.W.  $\approx 10,175$  Pounds, C.G. Position F.S. 239.5, Configuration C R



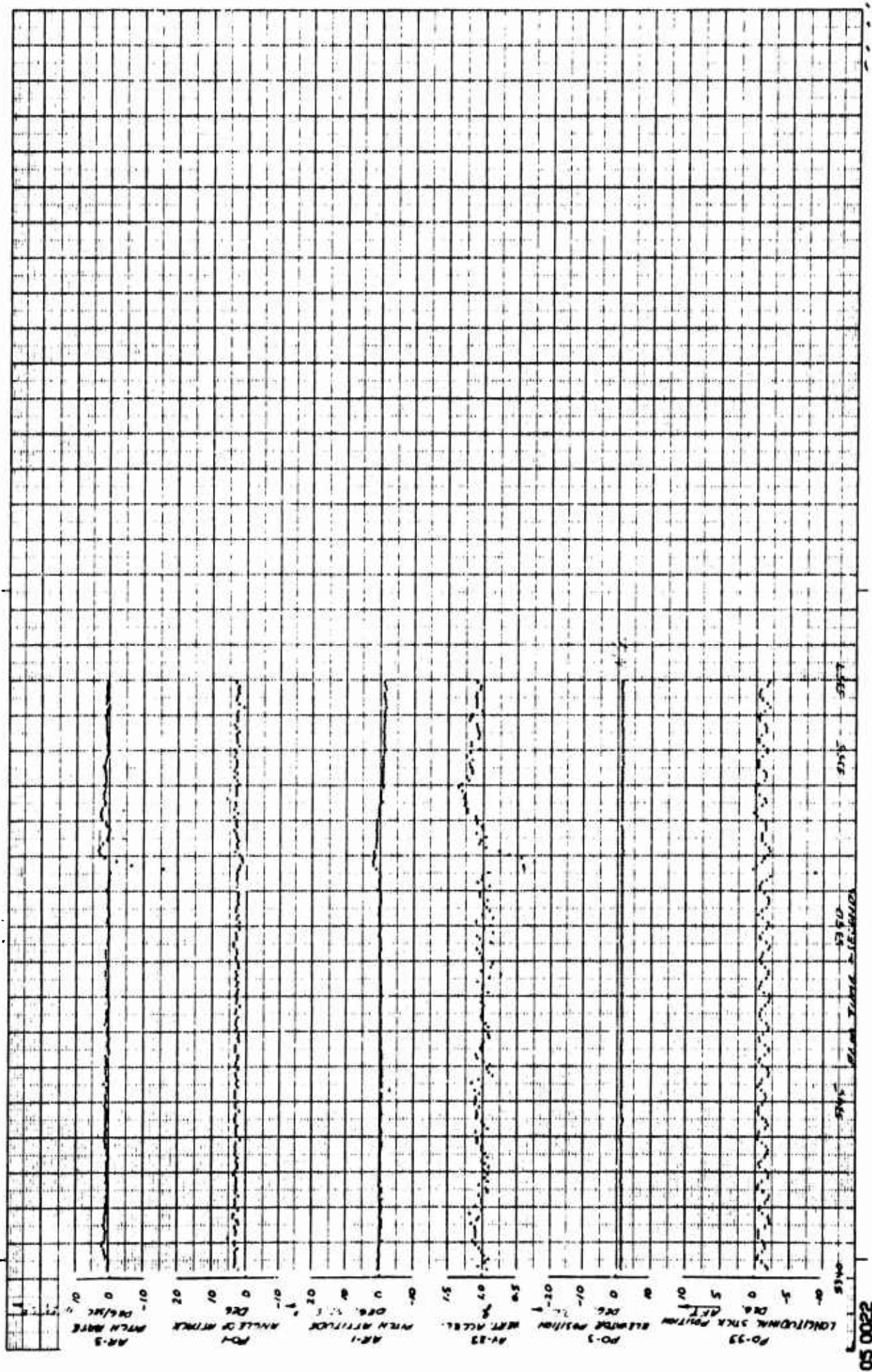


Figure A-69 Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 20.0F,  $H_i \approx 8000$  Feet,  $V_i \approx 346$  Knots, G.W.  $\approx 11,200$  Pounds, C.G. Position F.S. 242.6, Configuration C R



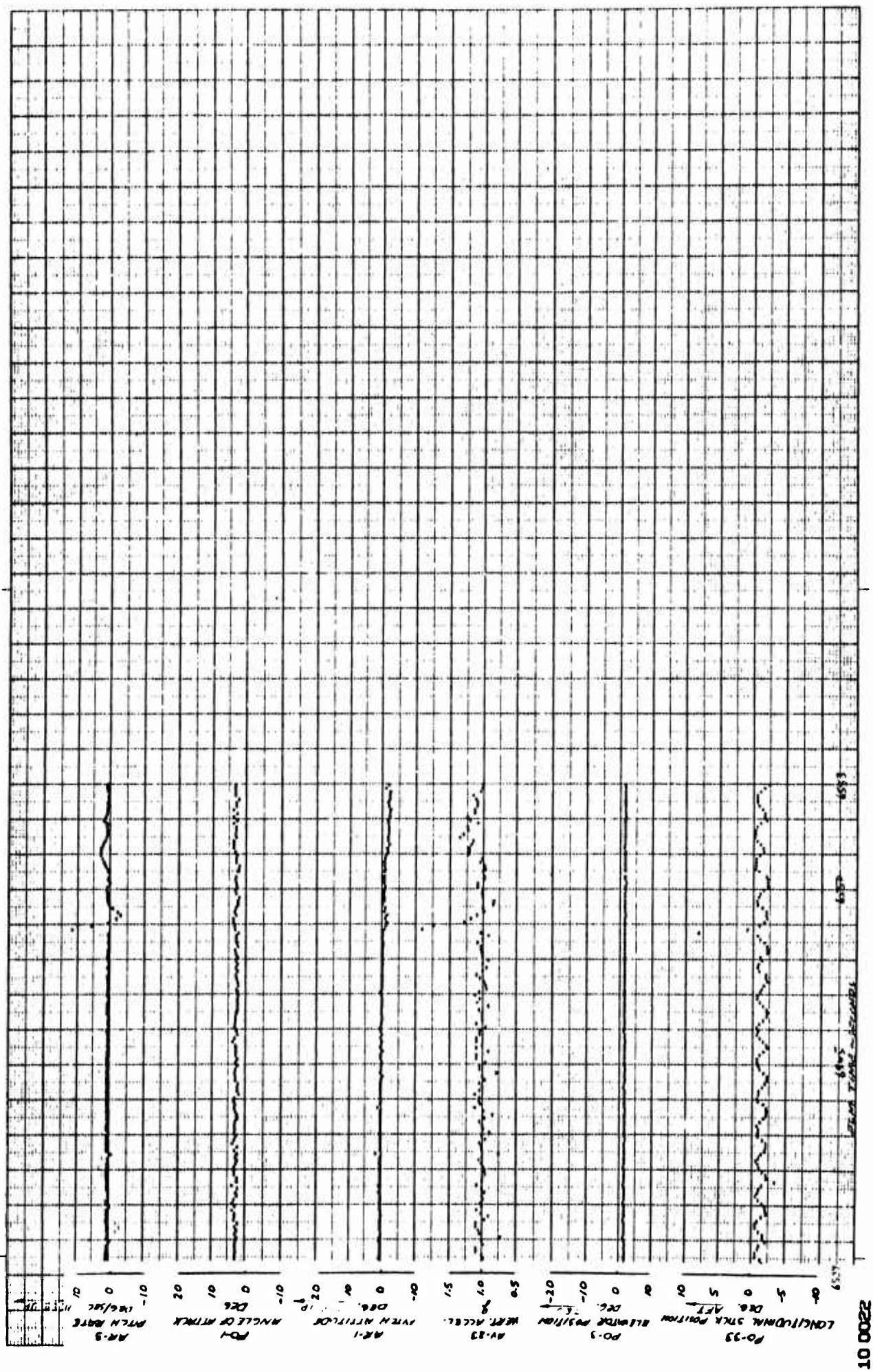


Figure A-70 Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 20.0F,  $H_i \approx 11,900$  Feet,  $V_i \approx 349$  Knots, G.W.  $\approx 10,600$  Pounds, C.G. Position F.S. 242.3, Configuration C R



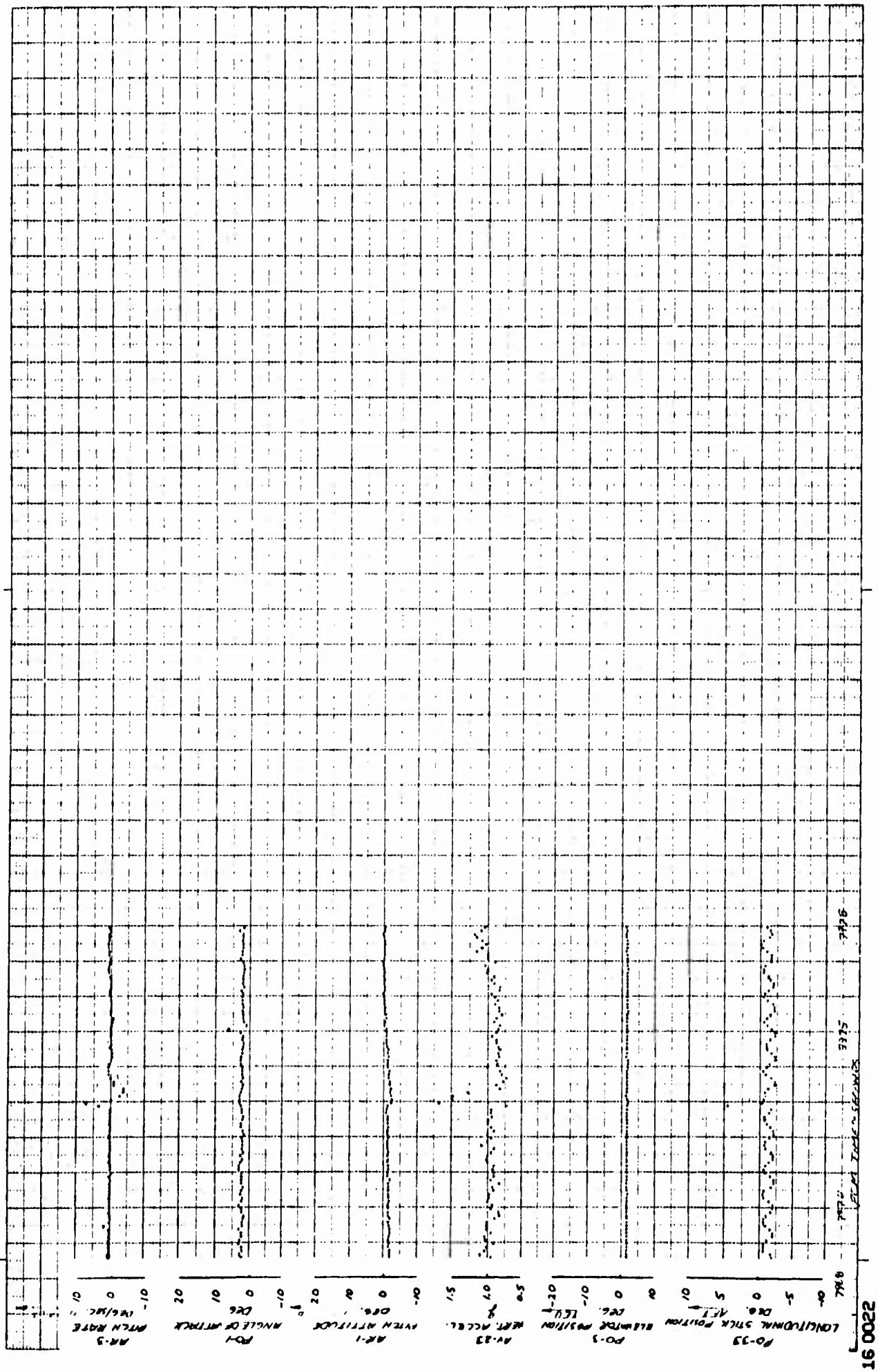


Figure A-72 Short Period Longitudinal Stability Check, A/C No. 62-4505, Test 20.0F,  $H_i \approx 7800$  Feet,  $V_i \approx 375$  Knots, G.W.  $\approx 9825$  Pounds, C.G. Position 241.6, Configuration C R









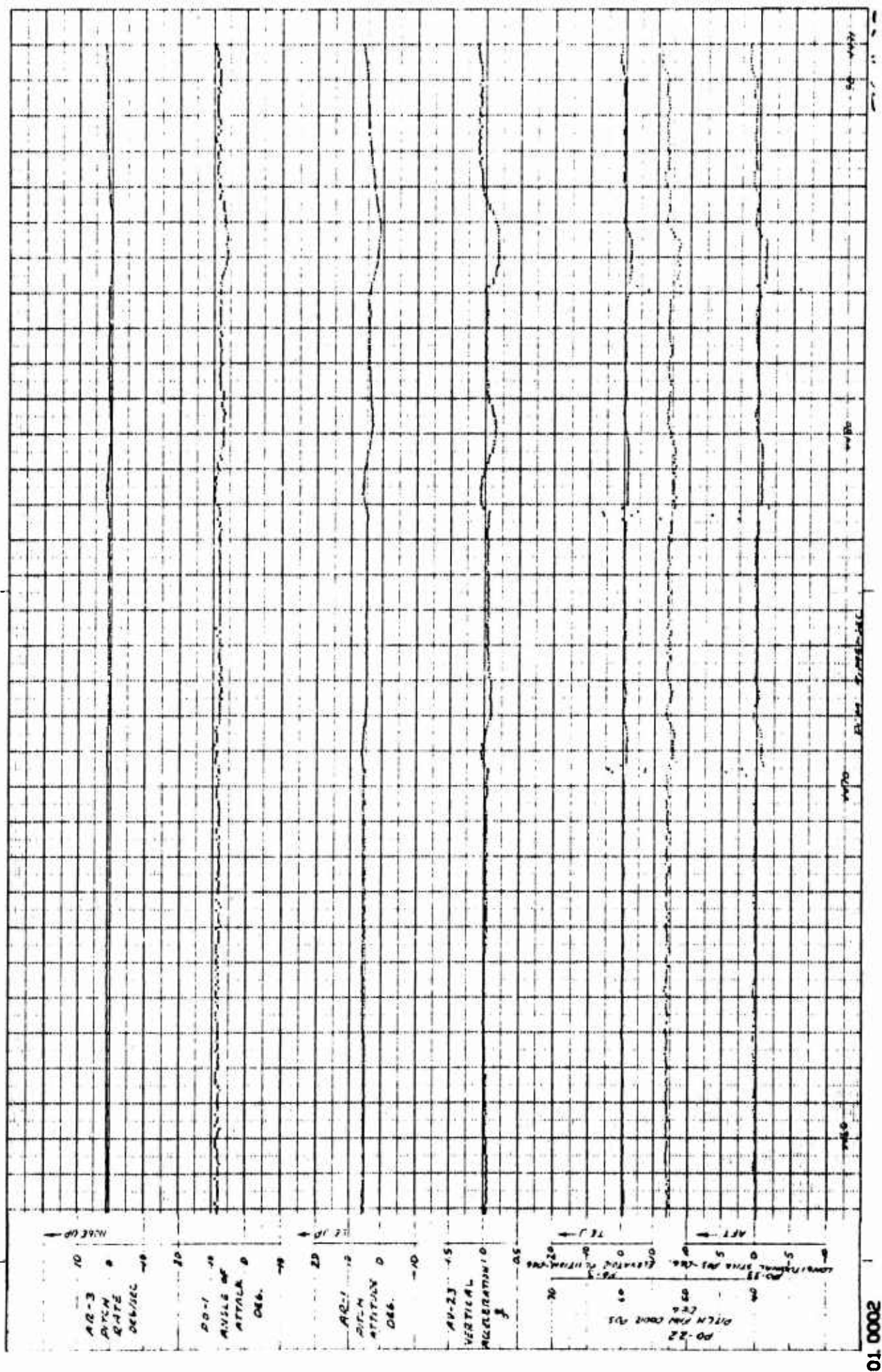


Figure A-75 Short Period Dynamic Longitudinal Stability Checks, A/C No. 62-4506, Test 7.0F,  $H_i \approx 15,000$  Feet,  $V_i \approx 116$  Knots, G.W.  $\approx 9850$  Pounds, Preconversion Configuration

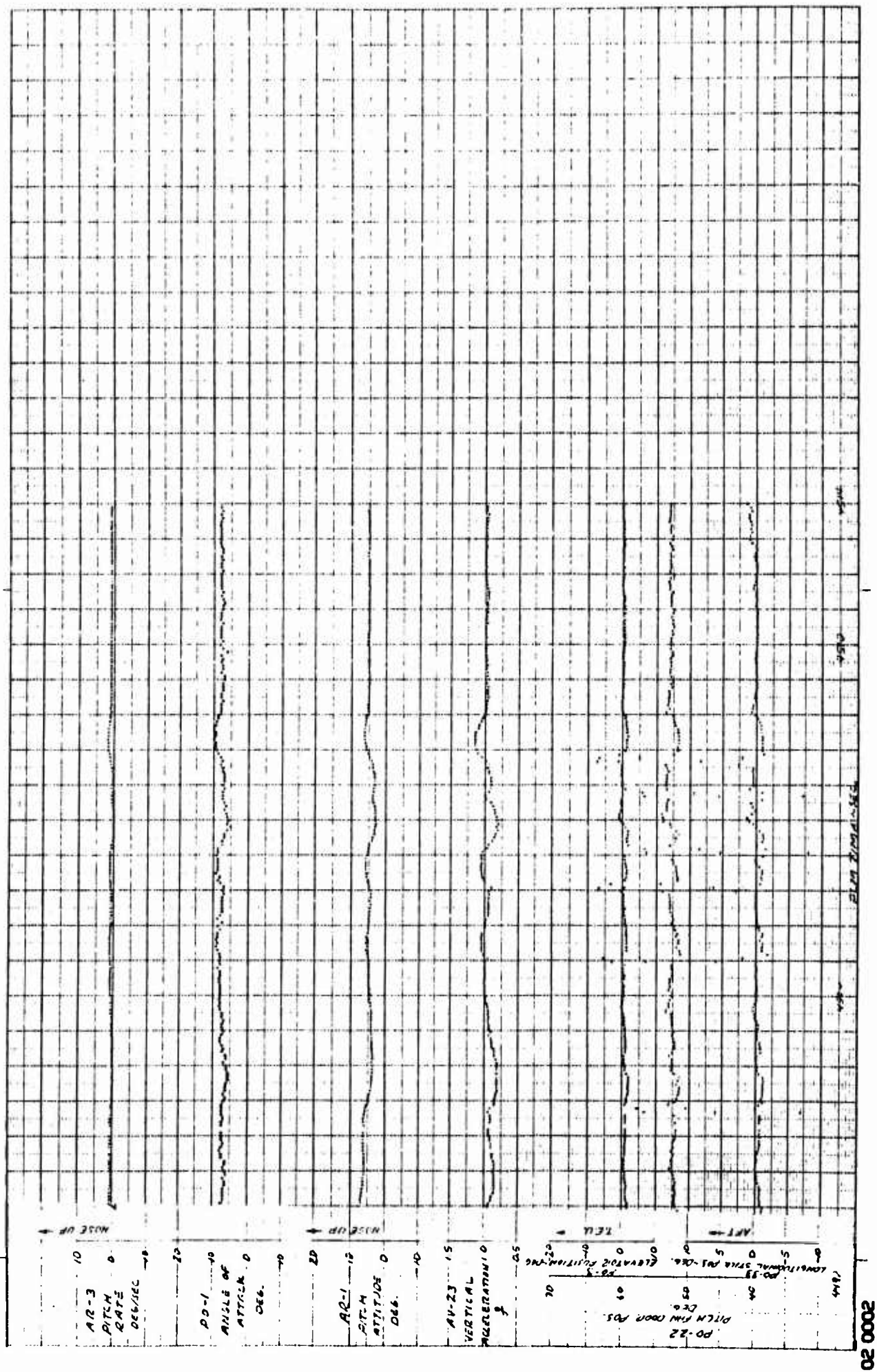


Figure A-76 Short Period Dynamic Longitudinal Stability Checks, A/C No. 62-4506, Test 7.0F,  $H_i \approx 15,000$  Feet,  $V_i \approx 116$  Knots, G.W.  $\approx 9800$  Pounds, Preconversion Configuration







2157 Pre Conversion Dynamic

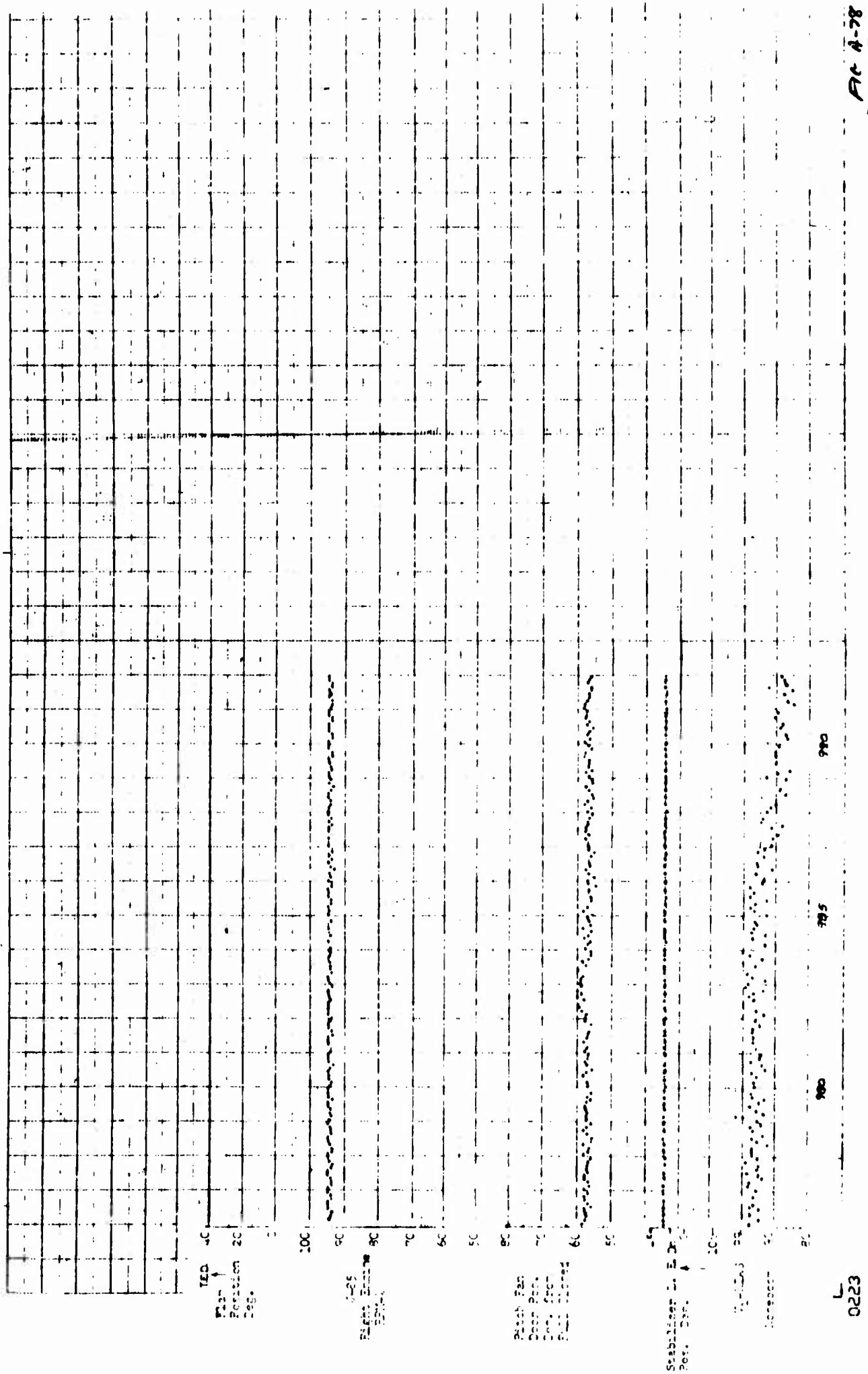
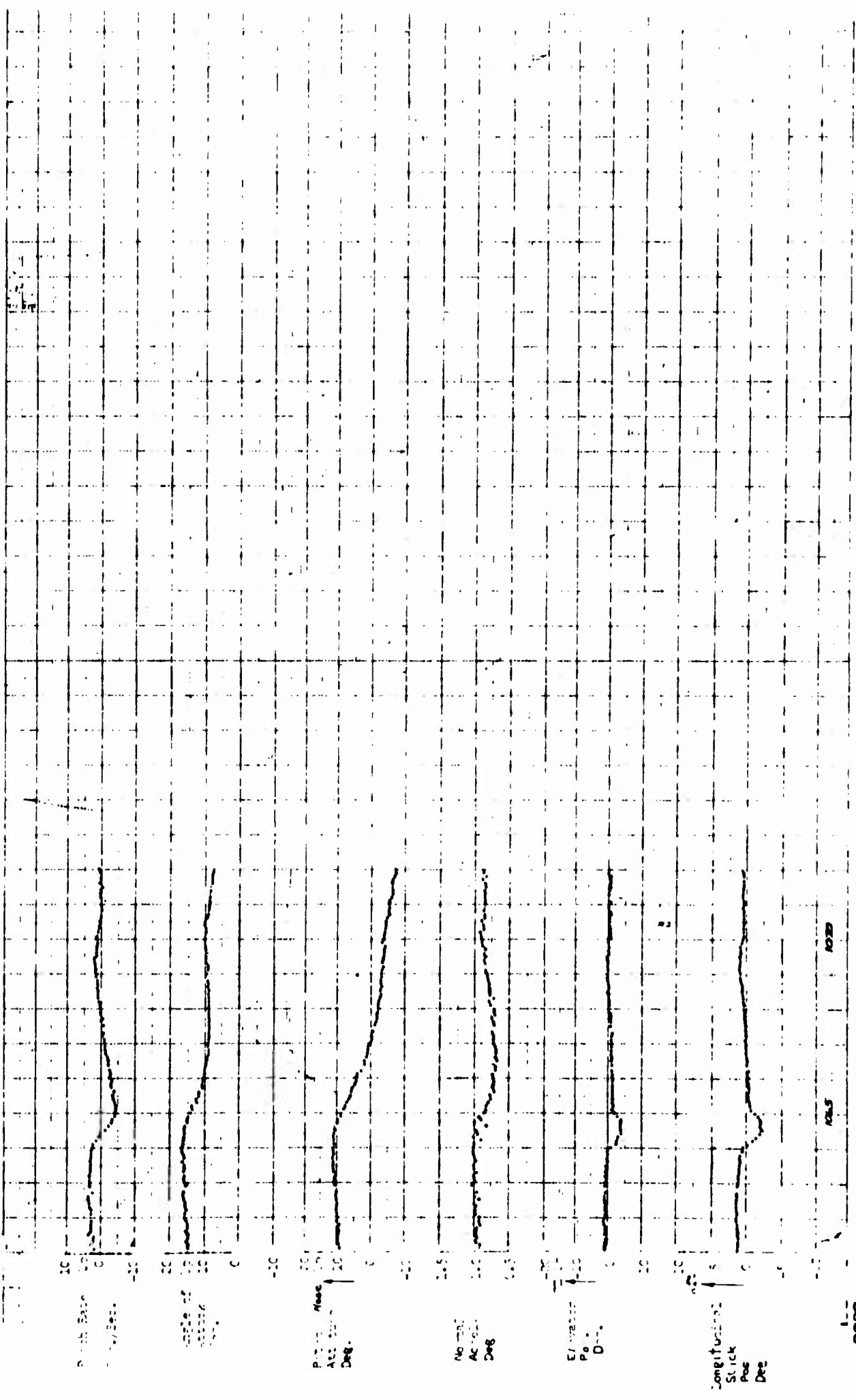


FIG A-78

Figure A-78 Dynamic Longitudinal Stability Check, A/C No. 62-4506, Test 28.0F,  $H_i \approx 7000$  Feet,  $V_i \approx 100$  Knots, G.W.  $\approx 10,600$  Pounds, Preconversion Configuration

-8F Pre Conversion



FO A-7

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Figure A-79 Dynamic Longitudinal Stability Check, A/C No. 62-4506, Test 28.0F,  $H_i \approx 7000$  Feet,  $V_i \approx 100$  Knots, G.W.  $\approx 10,500$  Pounds, Preconversion Configuration

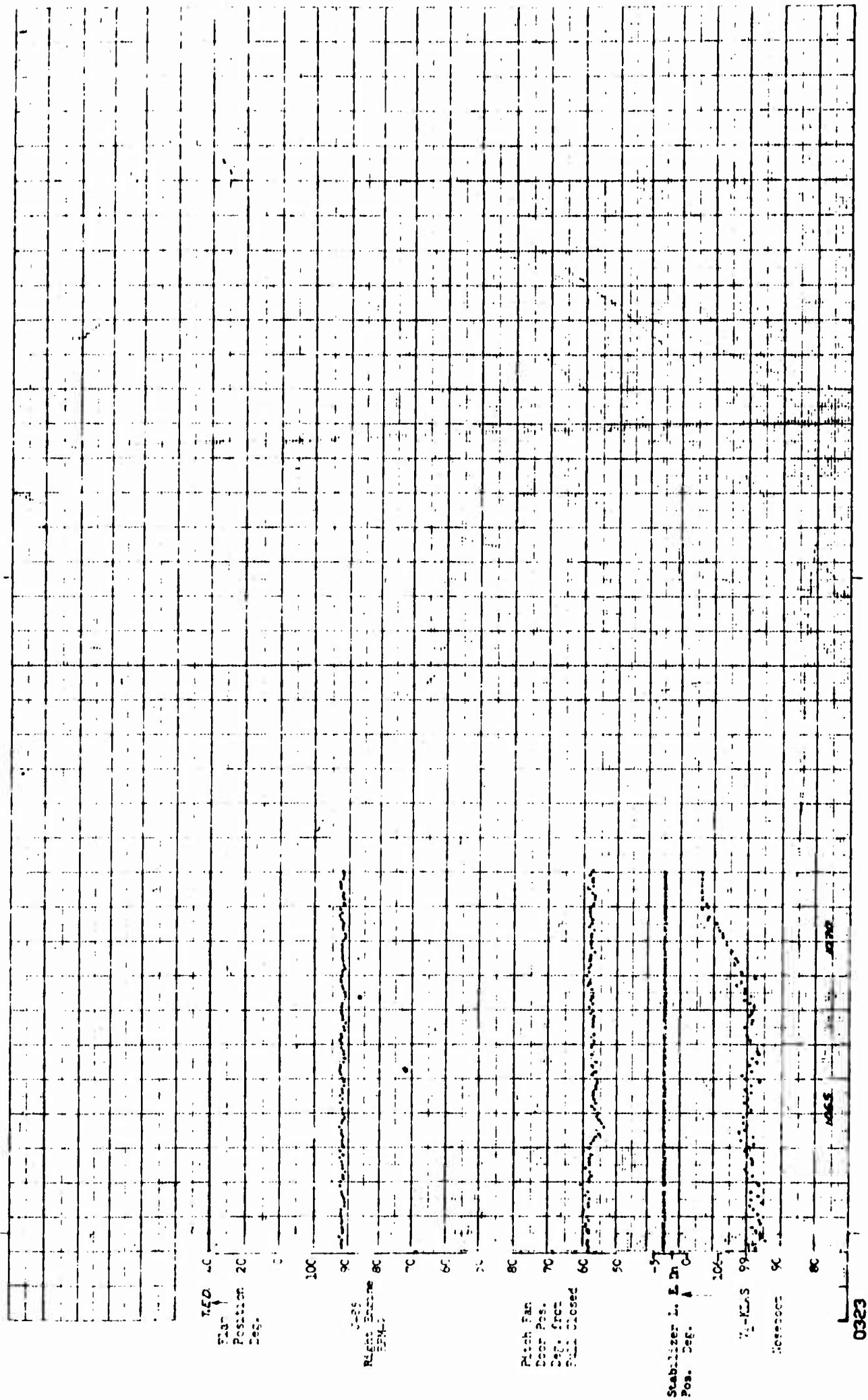


Figure A-80 Dynamic Longitudinal Stability Check, A/C No. 62-4506, Test 28.0F,  $H_i \approx 7000$  Feet,  $V_i \approx 100$  Knots, G.W.  $\approx 10,500$  Pounds, Preconversion Configuration

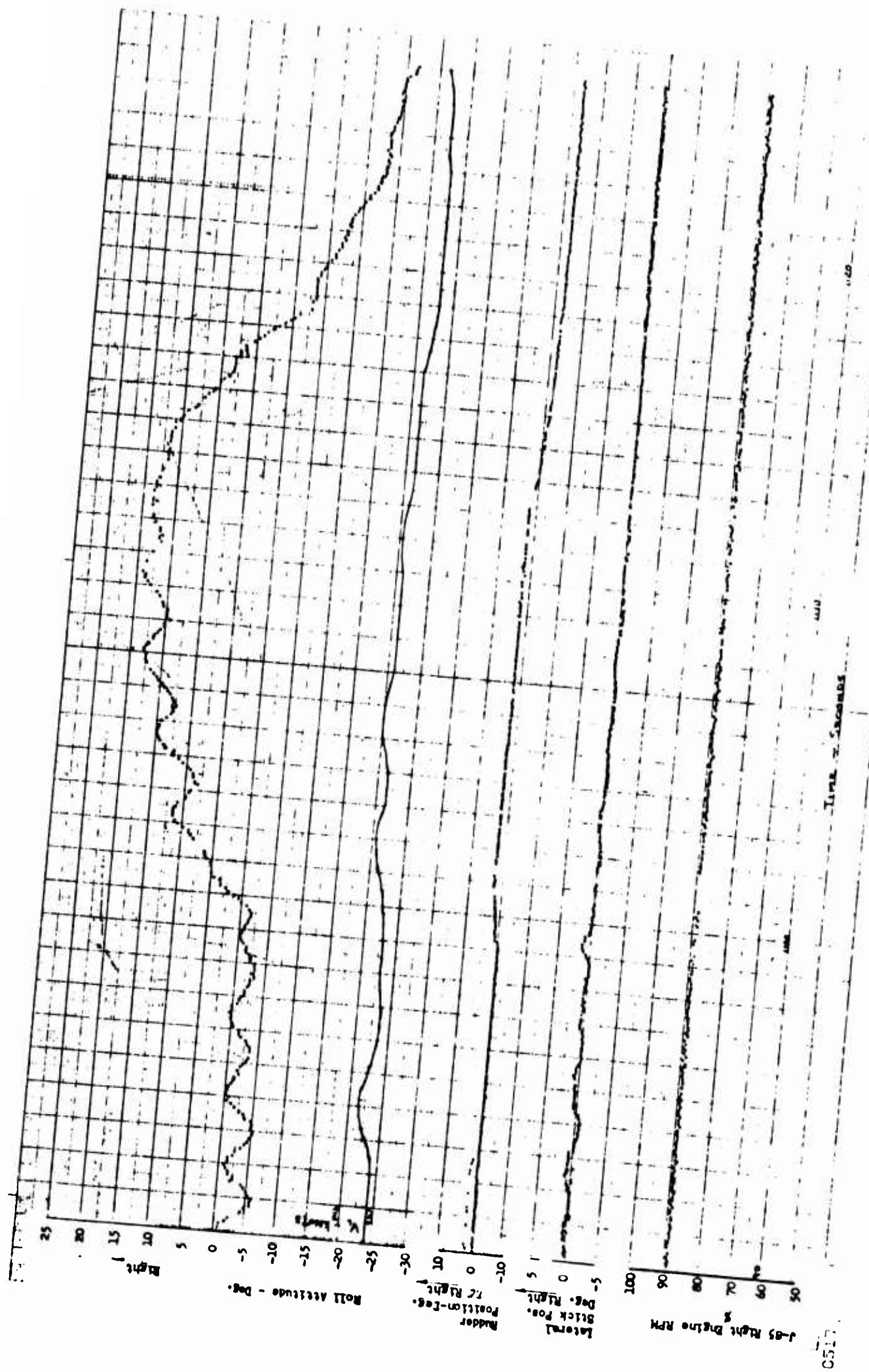


Figure A-81 Lateral-Directional Stability Check, Rudder and Aileron "S" Turns, A/C No. 62-4506, Test 4.0F,  $H_i \approx 8000$  Feet,  $V_i \approx 135$  Knots, G.W.  $\approx 10,450$  Pounds, C.G. Position F.S. 212.5, Configuration: Flaps Up and Gear Down



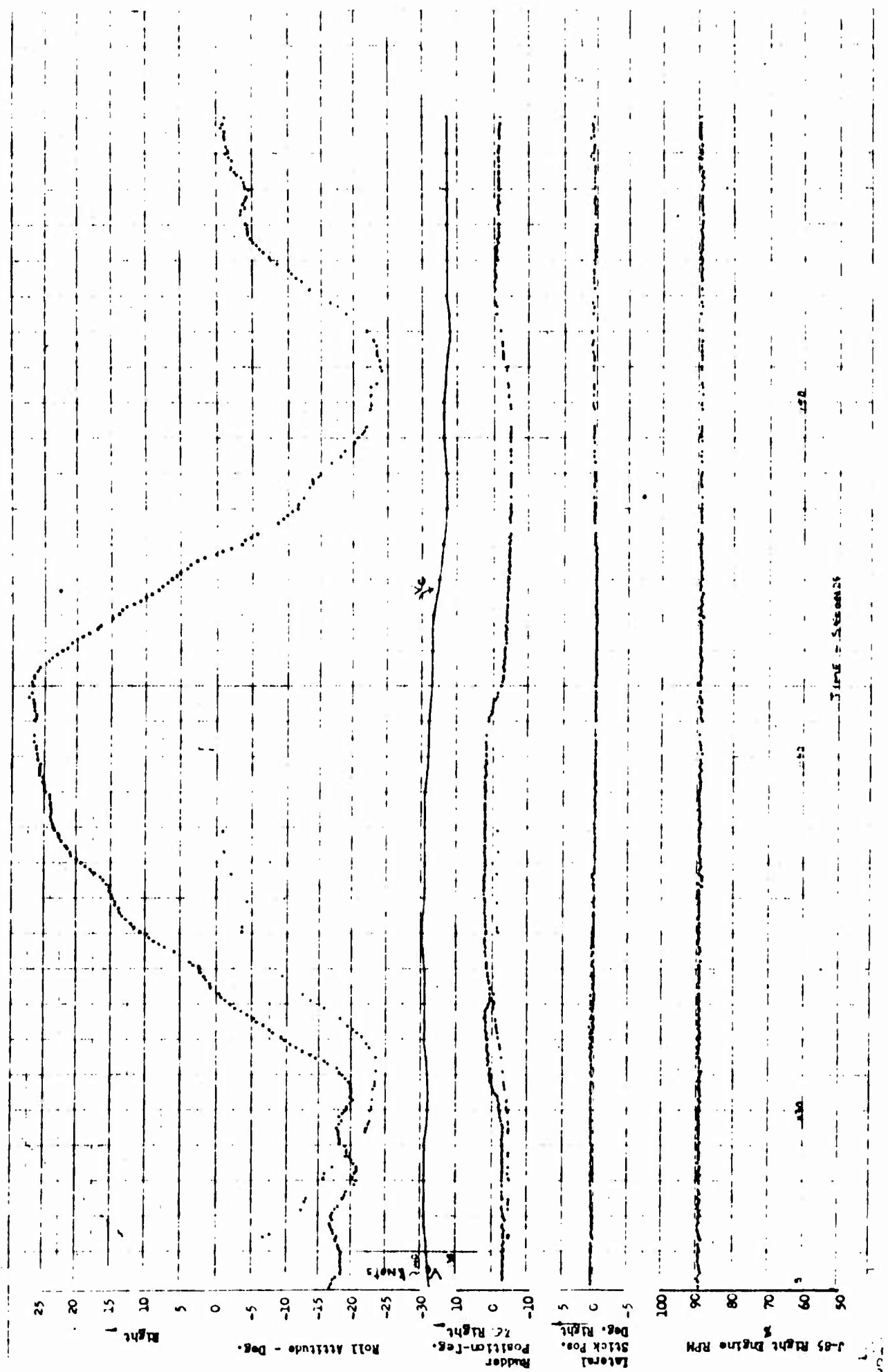


Figure A-82 Lateral-Directional Stability Check, Rudder and Aileron "S" Turns, A/C No. 62-4506, Test 4.0F,  $H_i \approx 8000$  Feet,  $V_i \approx 135$  Knots, G.W.  $\approx 10,450$  Pounds, C.G. Position F.S. 242.5, Configuration: Flaps Up and Gear Down

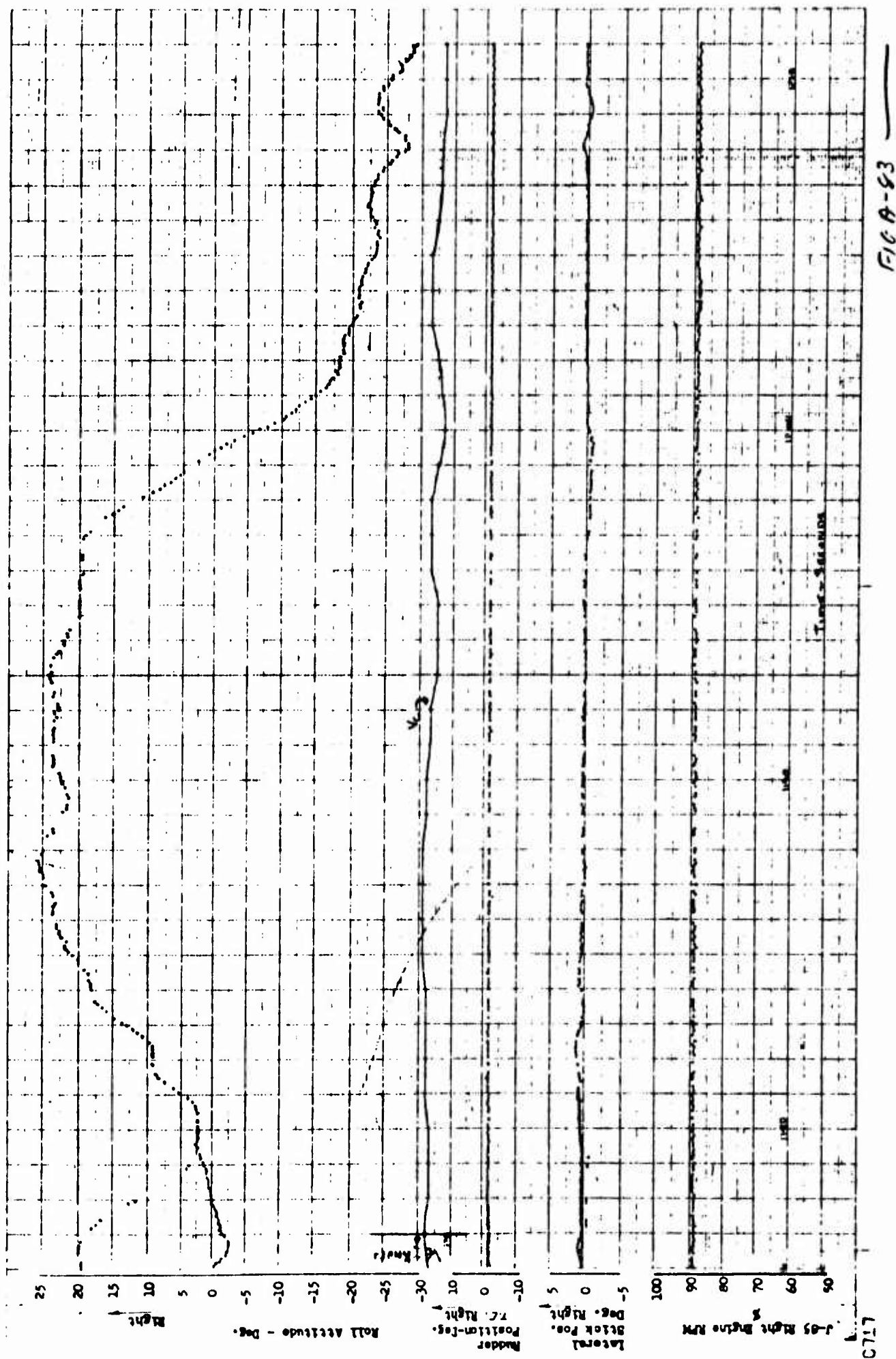


FIG A-83

Figure A-83 Lateral-Directional Stability Check, Rudder and Aileron "S" Turns, A/C No. 62-4506, Test 4.0F,  
 $H_i \approx 8000$  Feet,  $V_i \approx 135$  Knots, G.W.  $\approx 10,450$  Pounds, C.G. Position F.S. 242.5, Configuration:  
 Flaps Up and Gear Down

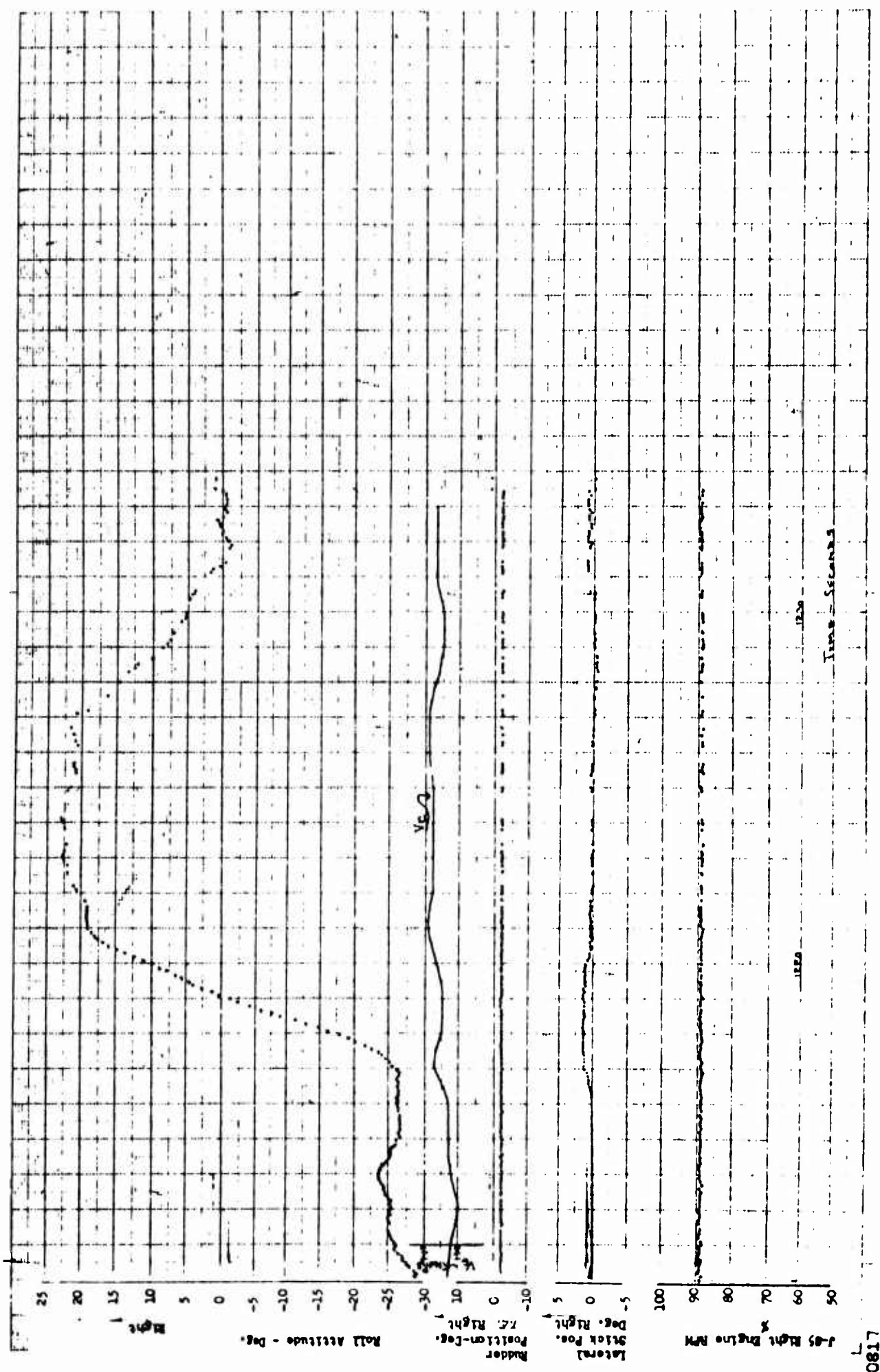
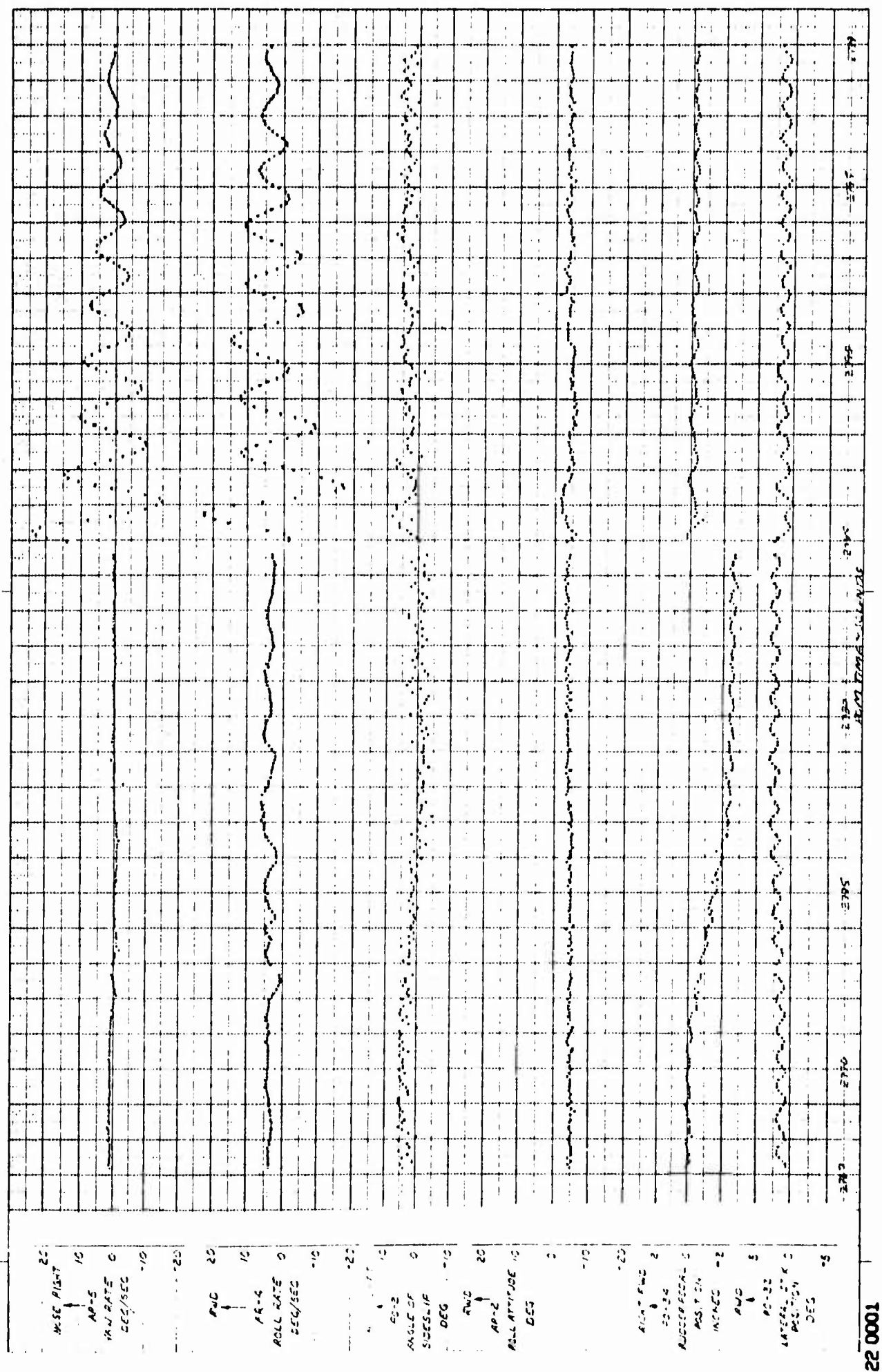


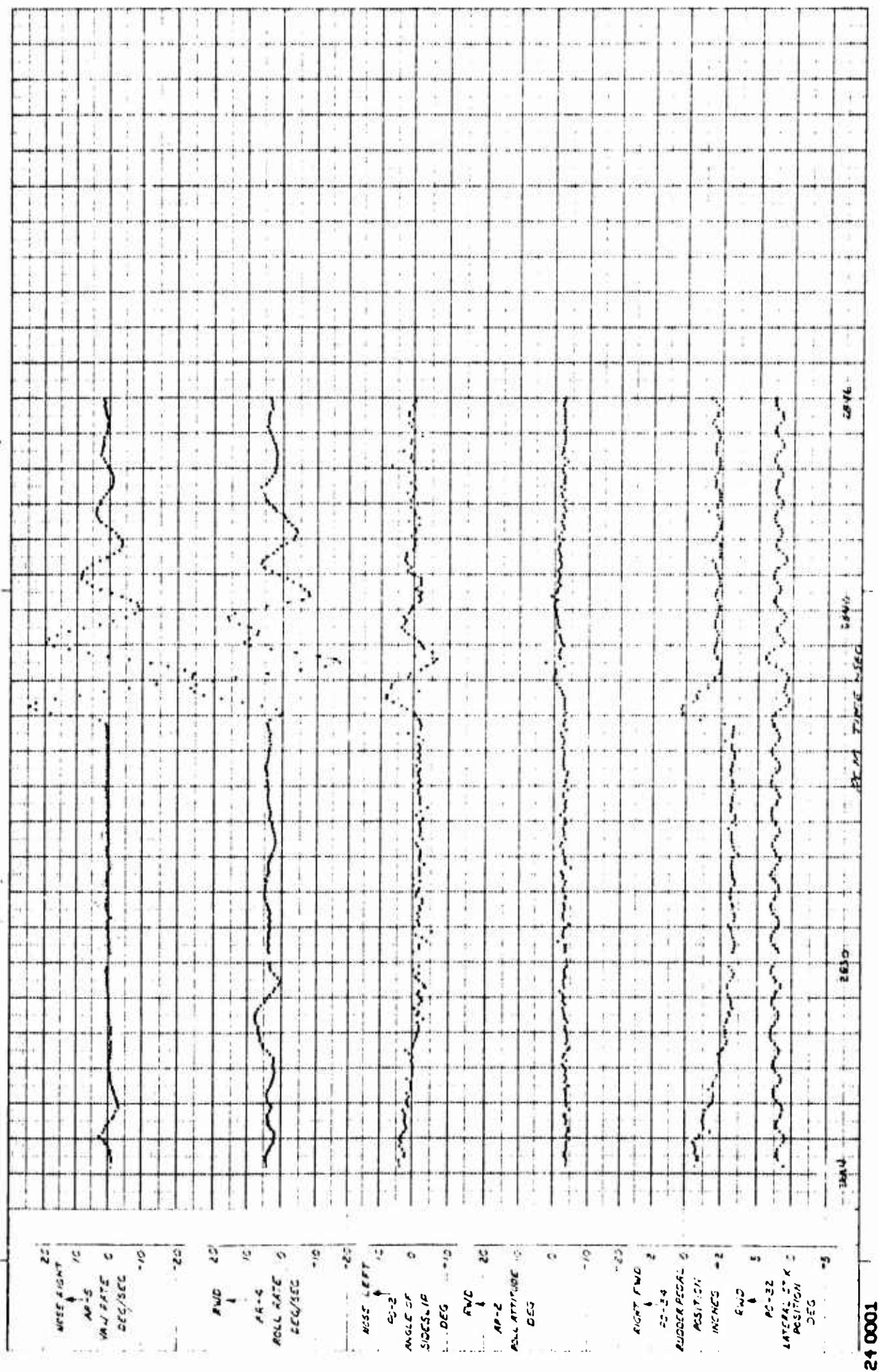
Figure A-84 Lateral-Directional Stability Check, Rudder and Aileron "S" Turns, A/C No. 62-4506, Test 4.0F,  
 $H_i \approx 8000$  Feet,  $V_i \approx 135$  Knots, G.W.  $\approx 10,450$  Pounds, C.G. Position F.S. 242.5, Configuration:  
 Flaps Up and Gear Down



**Figure A-85** Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Free, A/C No. 62-4505, Test 15.0F,  $H_i \approx 20,000$  Feet,  $V_i \approx 225$  Knots, G.W.  $\approx 9500$  Pounds, C.G. Position F.S. 240.4, Configuration: C R (No T-Section on Rudder)



**Figure A-86** Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Fixed, A/C No. 62-4505, Test 15.0F,  $H_i \approx 20,000$  Feet,  $V_i \approx 225$  Knots, G.W.  $\approx 9500$  Pounds, C.G. Position F.S. 240.4, Configuration: C R (No T-Section on Rudder)



**Figure A-87 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Fixed, A/C No. 52-4505, Test 15.0F,  $H_i \approx 20,000$  Feet,  $V_i \approx 225$  Knots, G.W.  $\approx 9500$  Pounds, C.G. Position F.S. 240.4, Configuration: C R (No T-Section on Rudder)**

**Figure A-88 Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Free, A/C No. 62-4505, Test 15.0F,  $H_i \approx 20,000$  Feet,  $V_i \approx 225$  Knots, G.W.  $\approx 9600$  Pounds, C.G. Position F.S. 240.4, Configuration: C R (No T-Section on Rudder)**



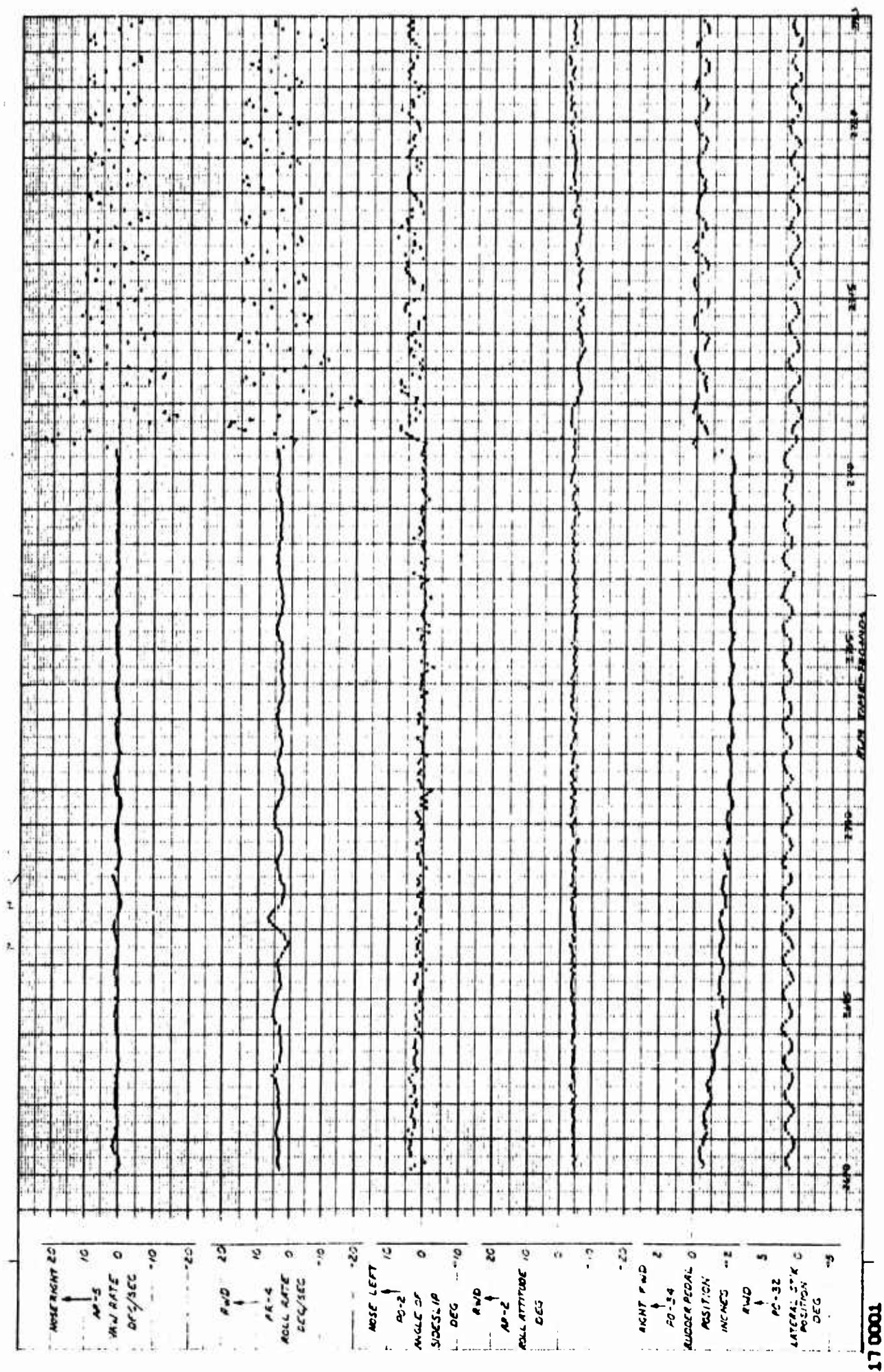


Figure A-89 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Free, A/C No. 62-4505, Test 15.0F,  $H_i \approx 20,000$  Feet,  $V_i \approx 287$  Knots, G.W.  $\approx 9760$  Pounds, C.G. Position F.S. 240.2, Configuration: C R (No T-Section Installed on Rudder)



**Figure A-90** Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Free, A/C No. 62-4505, Test 15.0F,  $H_i \approx 20,000$  Feet,  $V_i \approx 287$  Knots, G.W.  $\approx 9760$  Pounds, C.G. Position F.S. 240.2, Configuration: C R (No T-Section Installed on Rudder)



**Figure A-92 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Fixed, A/C No. 62-4505, Test 15.0F,  $H_i \approx 20,000$  Feet,  $V_i \approx 287$  Knots, G.W.  $\approx 9600$  Pounds, C.G. Position F.S. 240.4, Configuration: C R (No T-Section Installed on Rudder)**

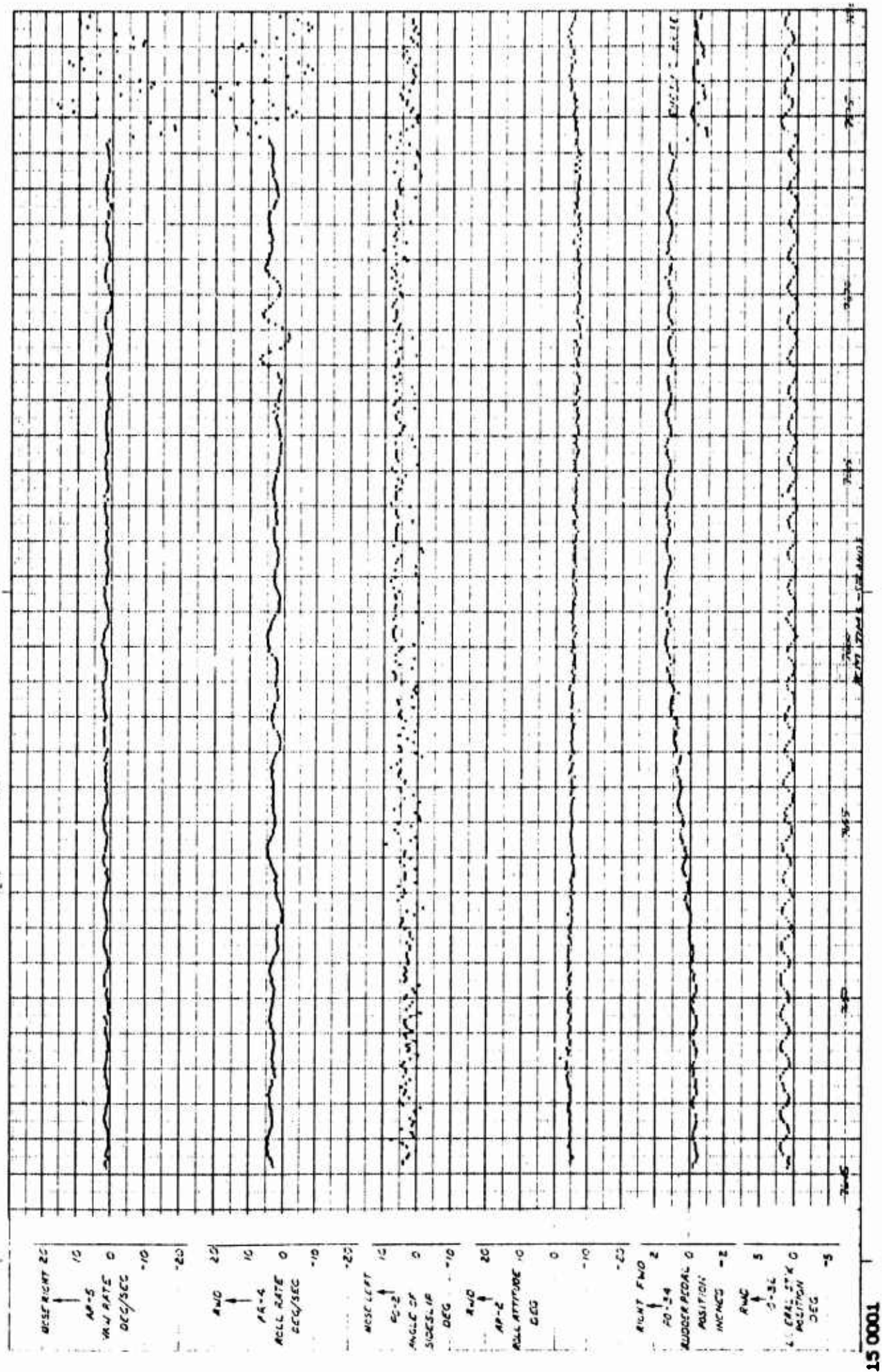


Figure A-93 Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Free, A/C No. 62-4505, Test 15.0F,  $H_1 \approx 20,000$  Feet,  $V_1 \approx 287$  Knots, G.W.  $\approx 9900$  Pounds, C.G. Position F.S. 240, Configuration: C R (No T-Section Installed on Rudder).



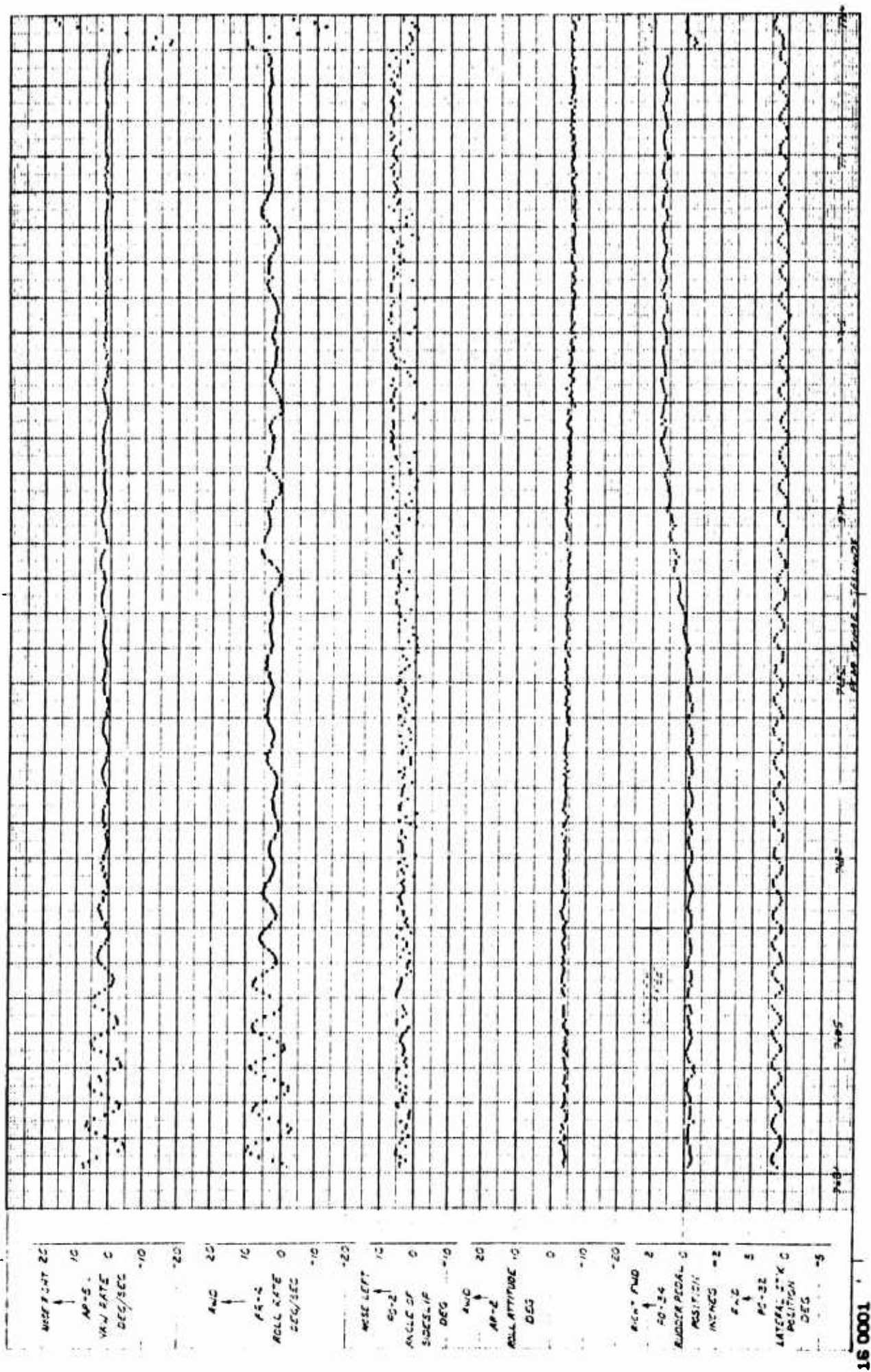


Figure A-94 Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Free, A/C No. 62-4505, Test 15.0F,  $H_1 \approx 20,000$  Feet,  $V_1 \approx 287$  Knots, G.W.  $\approx 9930$  Pounds, C.G. Position F.S. 240, Configuration: C R (No T-Section Installed on Rudder)

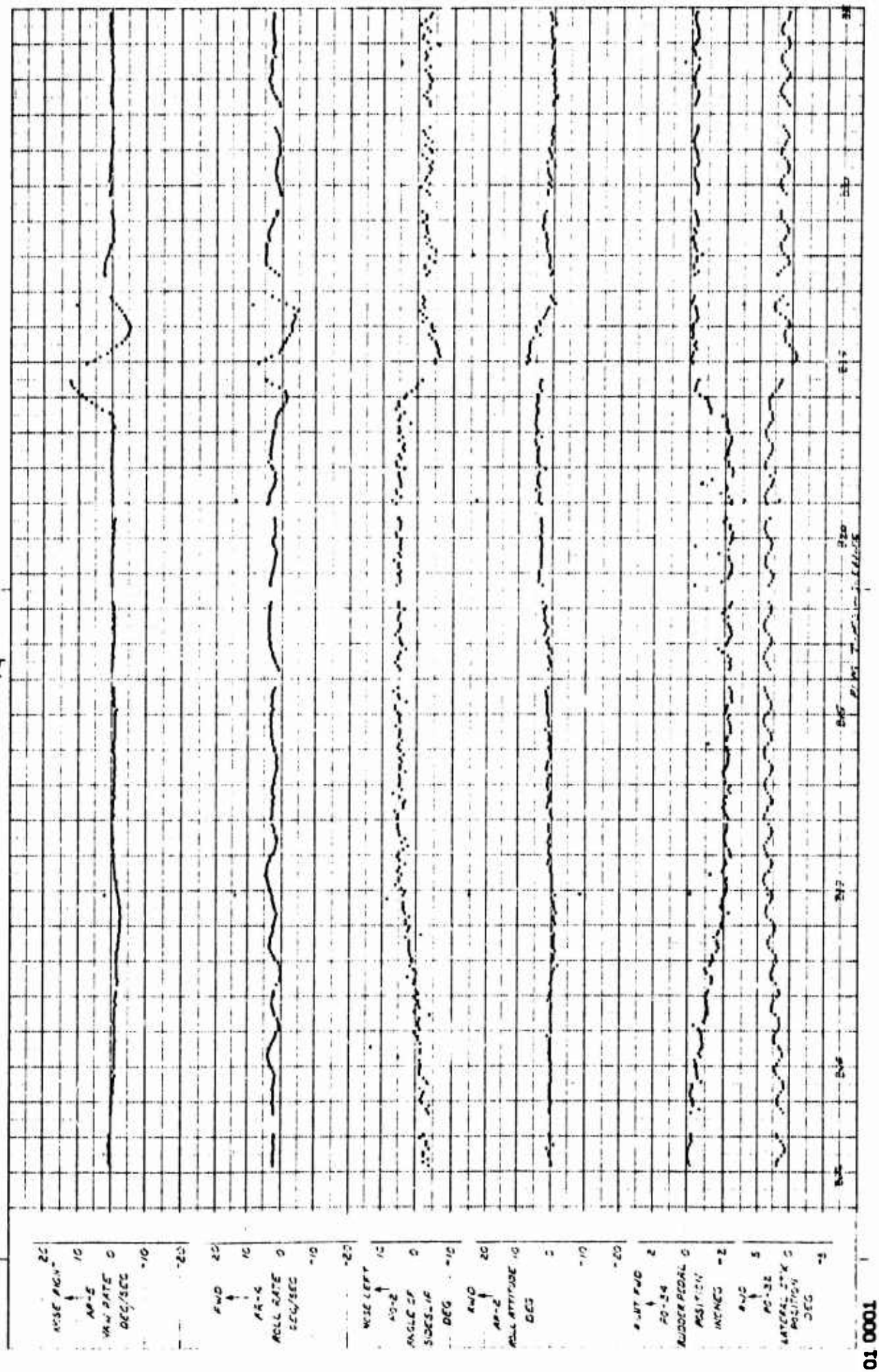


Figure A-95 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Fixed, A/C No. 62-4505, Test 17.0F,  $H_i \approx 16,000$  Feet,  $V_i \approx 150$  Knots,  $G.W. \approx 11,190$  Pounds, C.G. Position F.S. 243.7, Configuration: C R (T-Section Installed on Rudder)

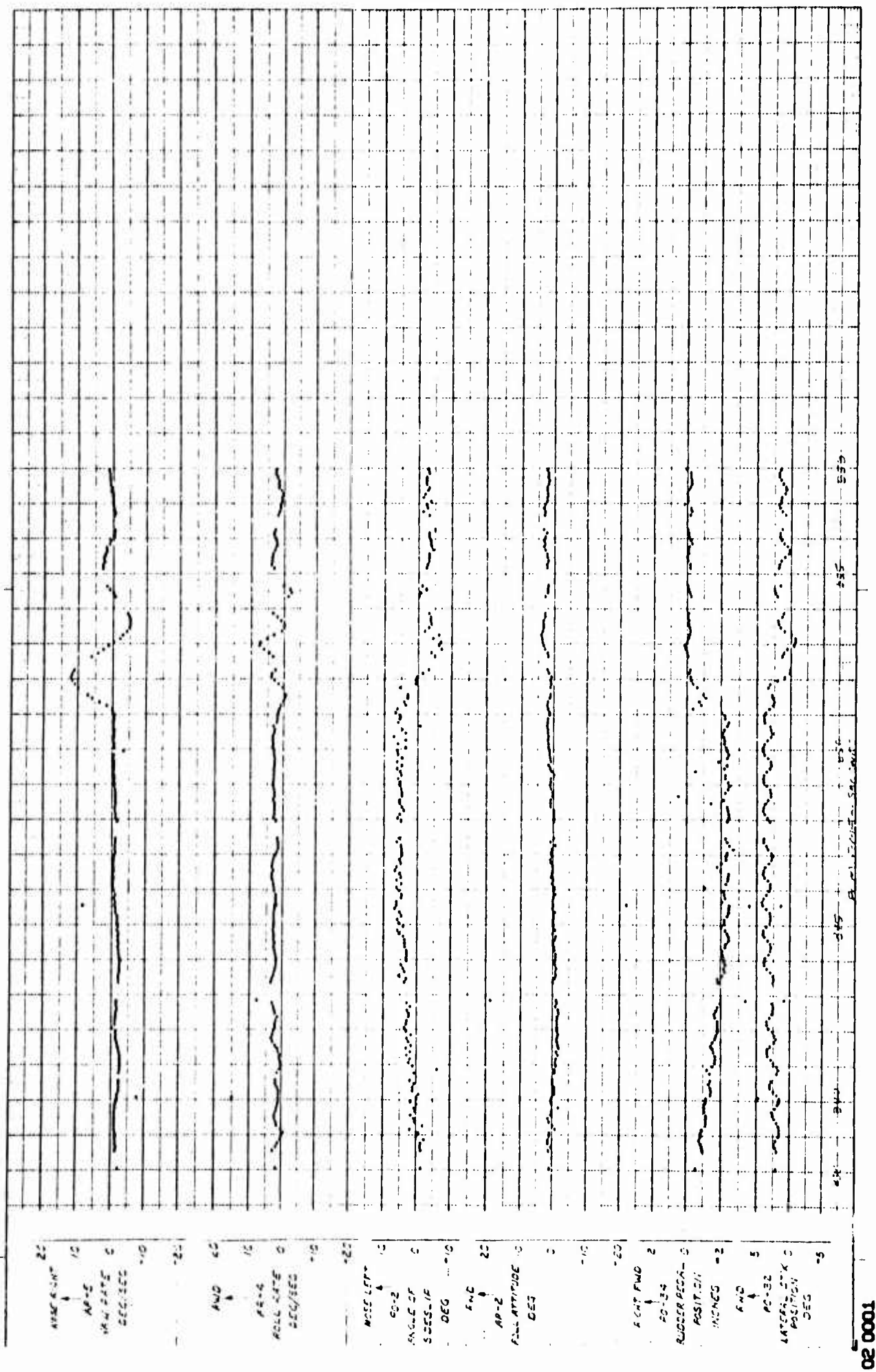


Figure A-96 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Free, A/C No. 62-4505, Test 17.0F,  $H_i \approx 16,000$  Feet,  $V_i \approx 150$  Knots, G.W.  $\approx 11,150$  Pounds, C.G. Position F.S. 243.7, Configuration: C R (T-Section Installed on Rudder)

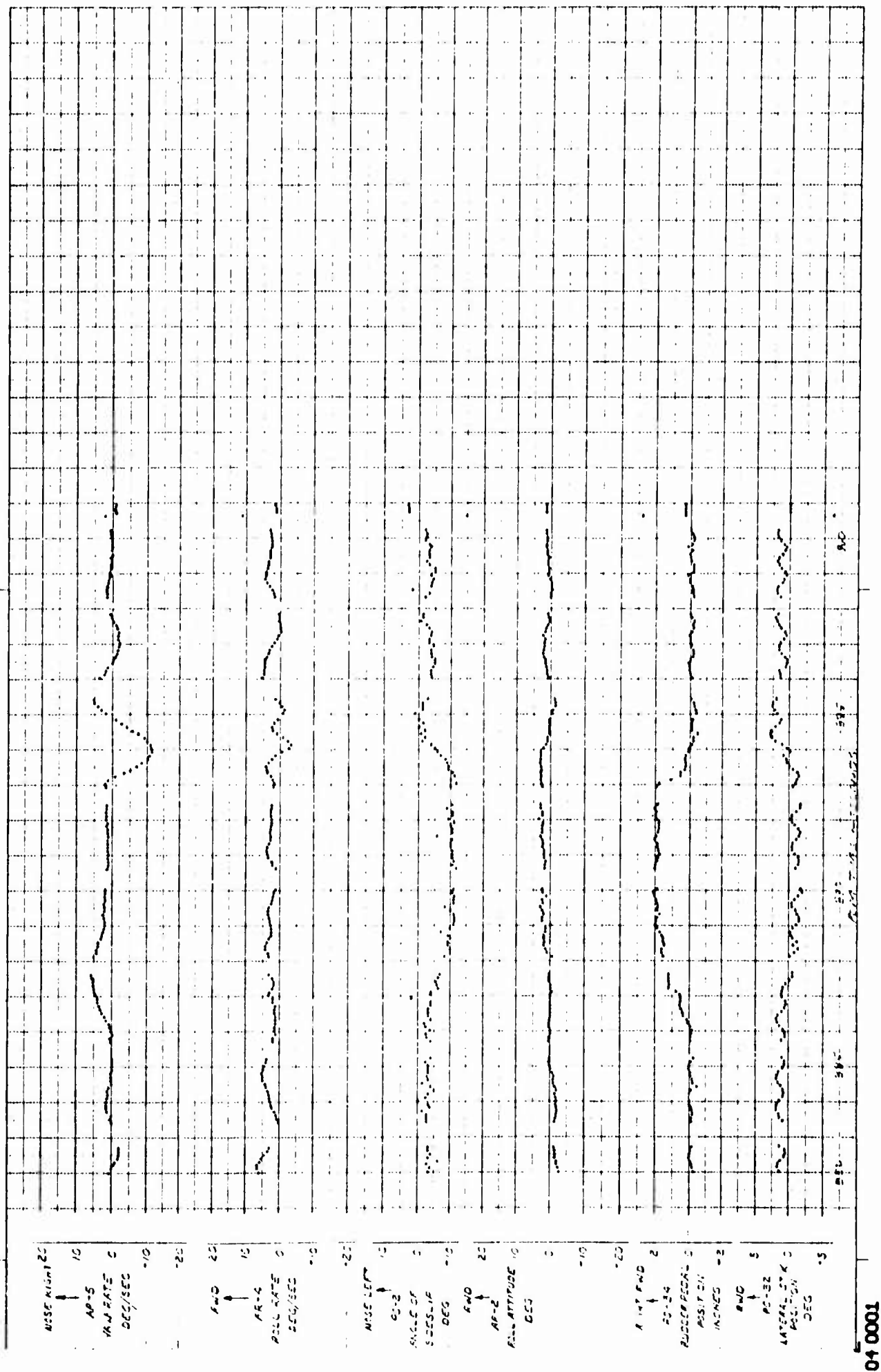


Figure A-97 Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Free, A/C No. 62-4505, Test 17.0F,  $H_i \approx 16,000$  Feet,  $V_i \approx 150$  Knots, G.W.  $\approx 11,100$  Pounds, C.G. Position F.S. 243.7, Configuration: C R (T-Section Installed on Rudder)



**Figure A-98 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Fixed, A/C No. 62-4505, Test 17.0F,  $H_i \approx 16,000$  Feet,  $V_i \approx 200$  Knots, G.W. 11,065 Pounds, C.G. Position F.S. 243.4, Configuration: C R (T-Section Installed on Rudder)**

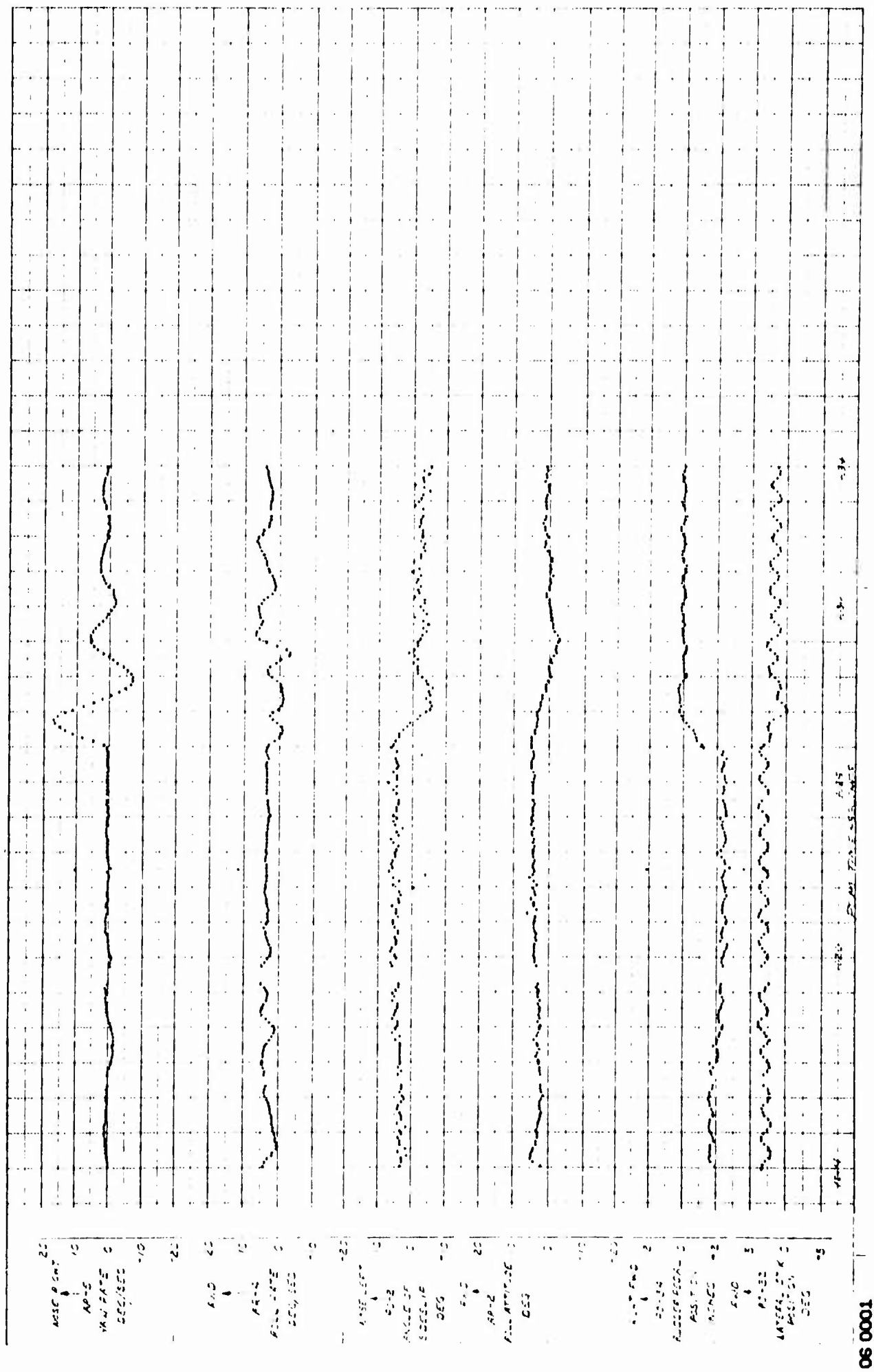
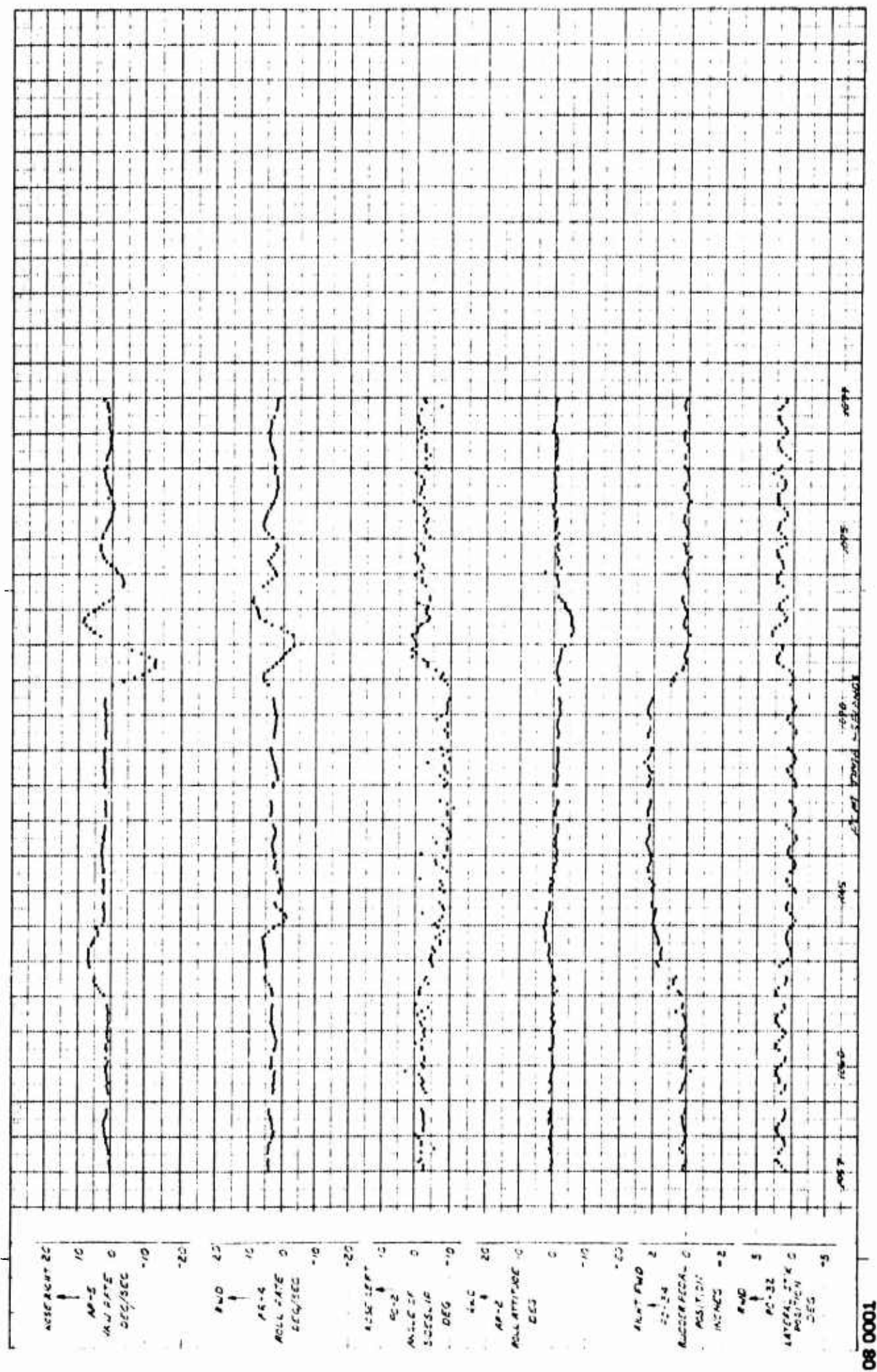


Figure A-99 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Free, A/C No. 62-4505, Test 17.0F,  $H_1 \approx 16,000$  Feet,  $V_1 \approx 200$  Knots, G.W.  $\approx 11,065$  Pounds, C.G. Position F.S. 243.3, Configuration: C R (T-Section Installed on Rudder)

**Figure A-100 Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Fixed, A/C No. 62-4505, Test 17.0F,  $H_i \approx 16,000$  Feet,  $V_i \approx 150$  Knots, G.W.  $\approx 11,040$  Pounds, C.G. Position F.S. 243.2, Configuration: C R (T-Section Installed on Rudder)**



**Figure A-101 Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Free, A/C No. 62-4505, Test 17.0F,  $H_i \approx 16,000$  Feet,  $V_i \approx 150$  Knots, G.W.  $\approx 11,040$  Pounds, C.G. Position F.S. 243.2, Configuration: C R (T-Section Installed on Rudder)**



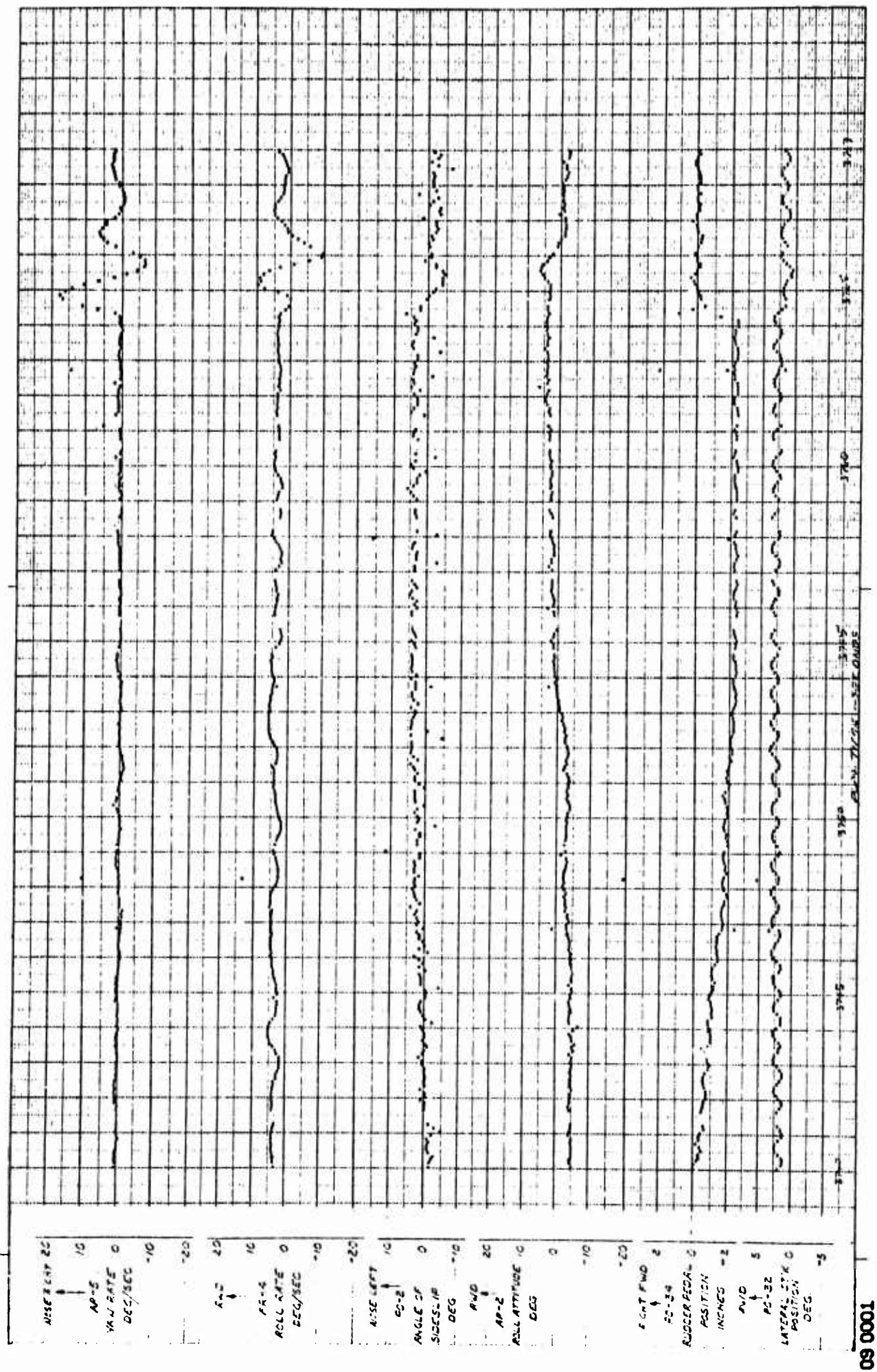


Figure A-102 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Fixed, A/C No. 62-4505, Test 17.0F,  $H_i \approx 16,000$  Feet,  $V_i \approx 250$  Knots, G.W.  $\approx 10,980$  Pounds, C.G. Position F.S. 242.8, Configuration: C R (T-Section Installed on Rudder)

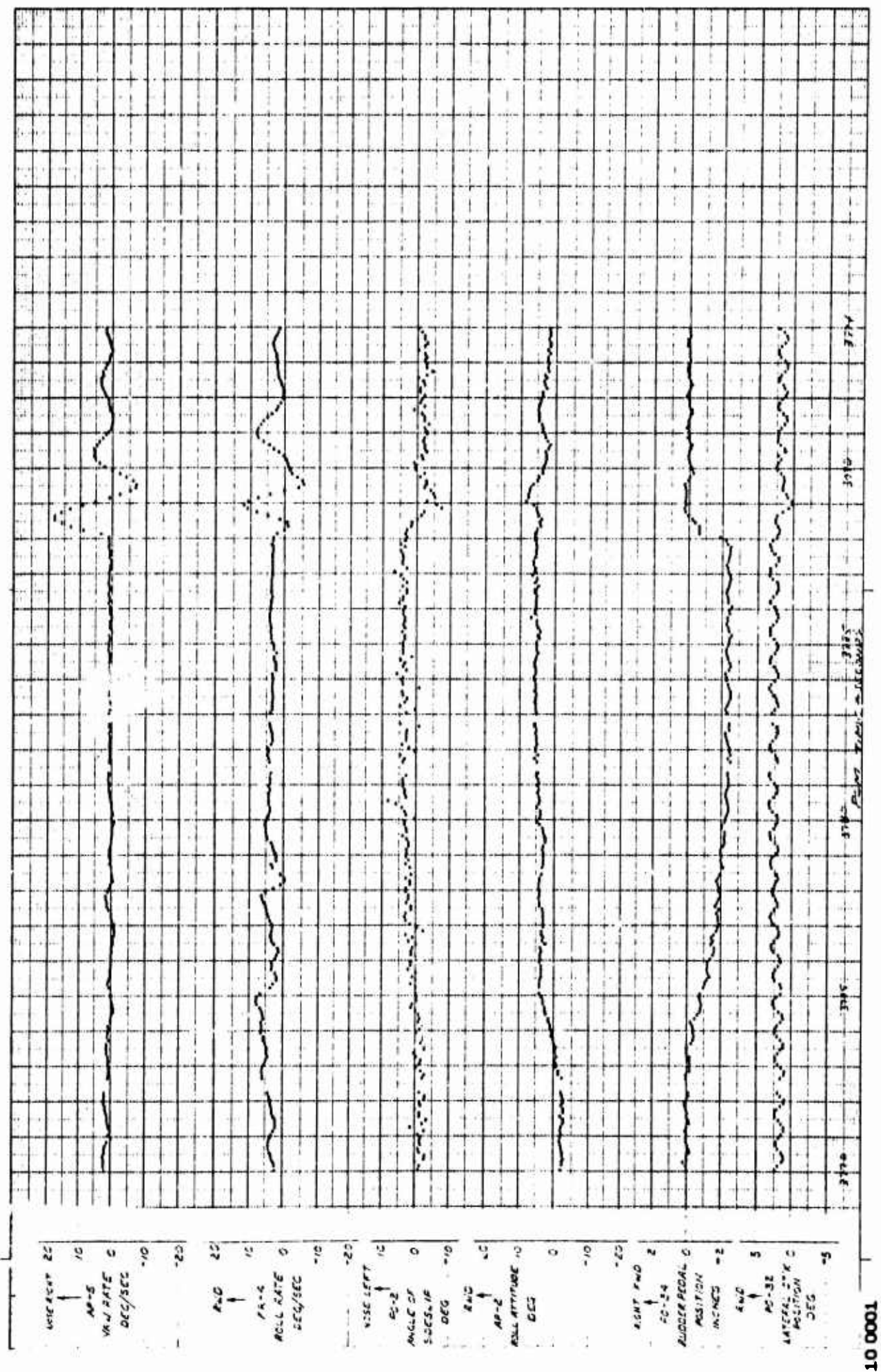


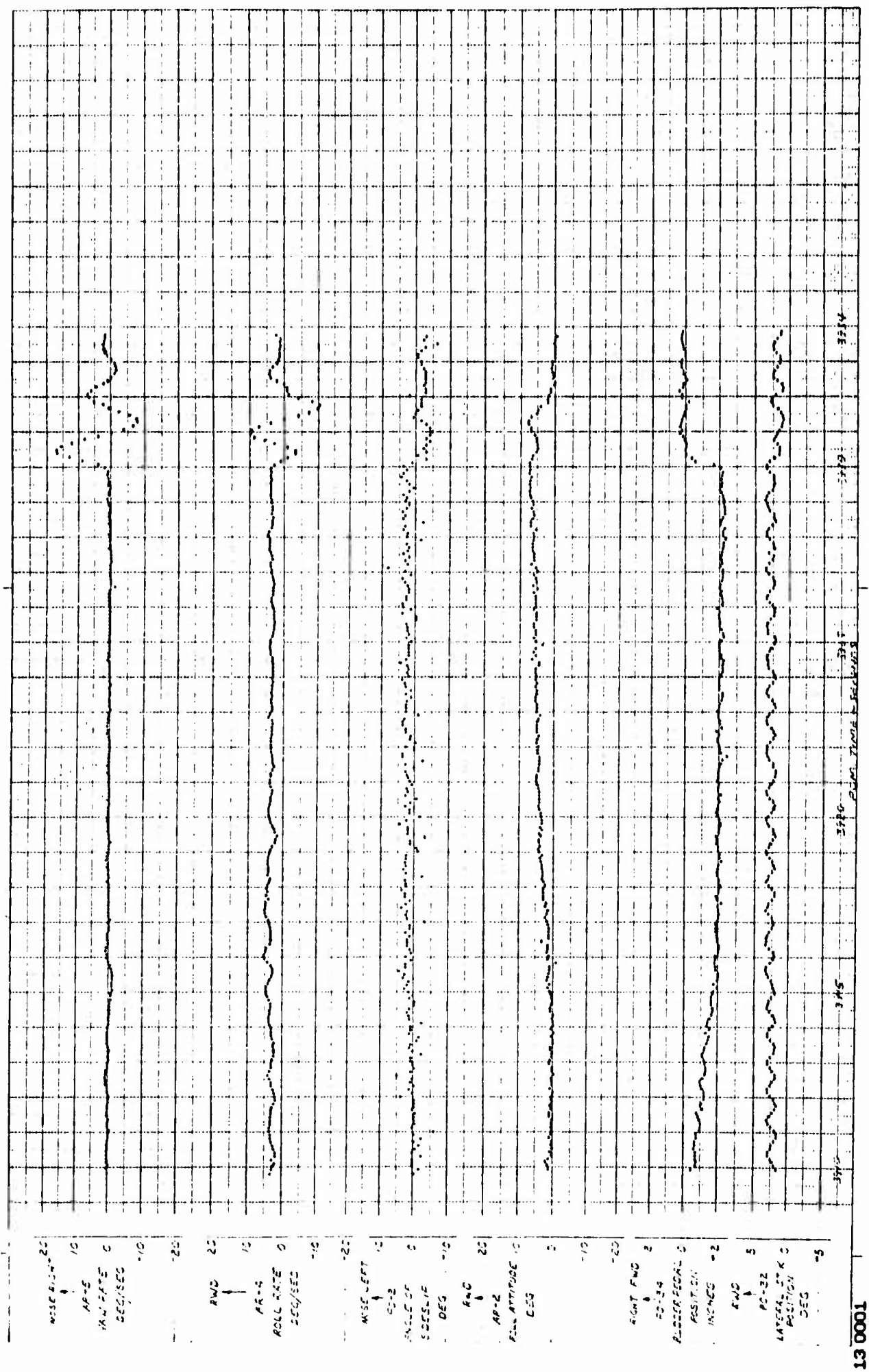
Figure A-103 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Free, A/C No. 62-4505, Test 17.0F,  $H_i \approx 16,000$  Feet,  $V_i \approx 250$  Knots, G.W.  $\approx 10,980$  Pounds, C.G. Position F.S. 242.8, Configuration: C R (T-Section Installed on Rudder)

**Figure A-104 Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Fixed, A/C No. 62-4505,  
Test 17.0F,  $H_i \approx 16,000$  Feet,  $V_i \approx 250$  Knots, G.W.  $\approx 10,960$  Pounds, C.G. Position F.S. 242.7,  
Configuration: C R (T-Section Installed on Rudder)**





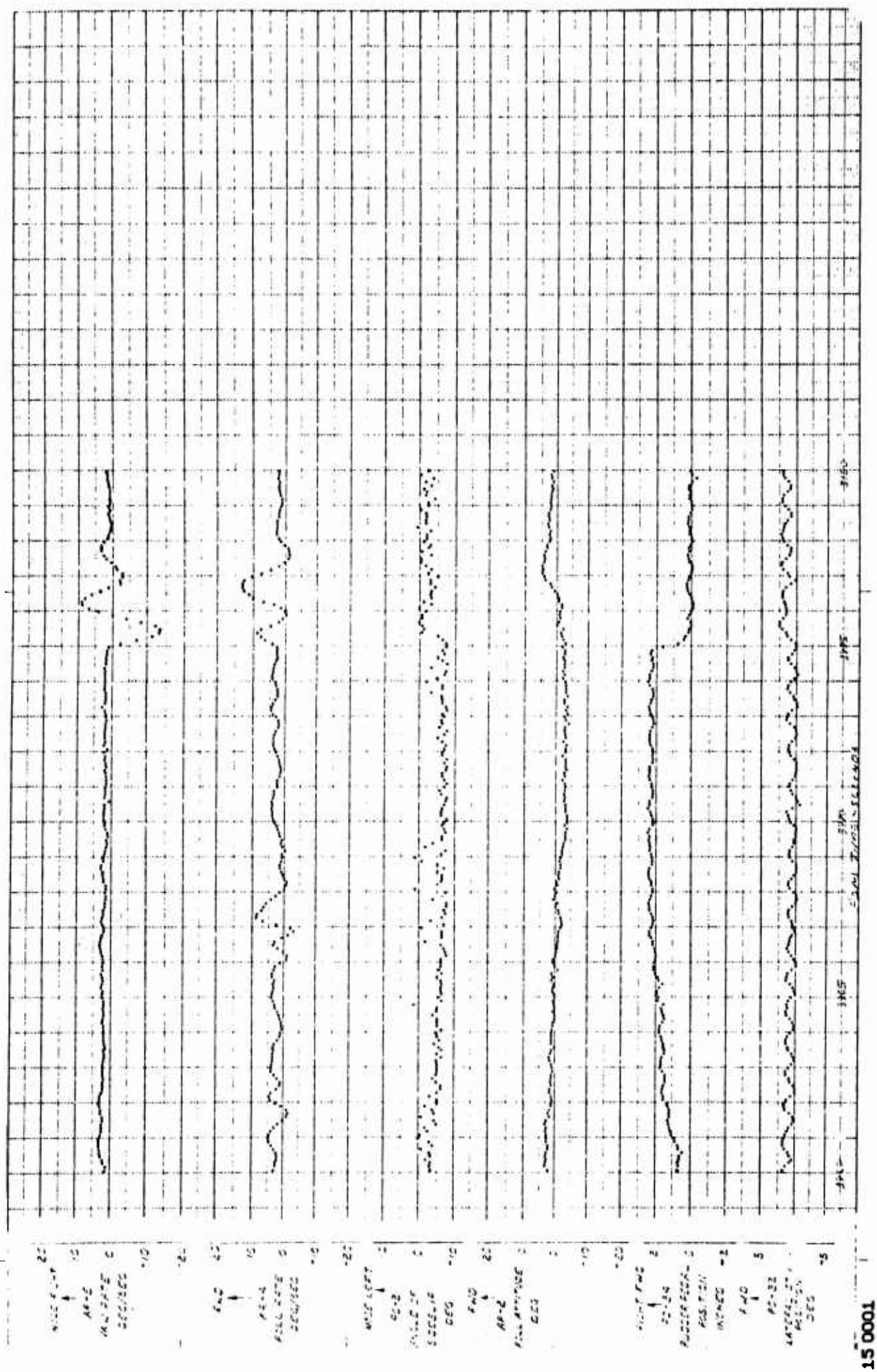




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Figure A-106 Lateral-Directional Stability Check, Rudder Release from Right Sideslip, Rudder Fixed, A/C No. 62-4505, Test 17.0F,  $H_i \approx 16,000$  Feet,  $V_i \approx 280$  Knots, G.W.  $\approx 10,890$  Pounds, C.G. Position F.S. 242.3, Configuration: C R (T-Section Installed on Rudder)





**Figure A-108 Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Fixed, A/C No. 62-4505, Test 17.0F,  $H_i \approx 16,000$  Feet,  $V_i \approx 280$  Knots, G.W.  $\approx 10,850$  Pounds, C.G. Position F.S. 242.1, Configuration: C R (T-Section Installed on Rudder)**

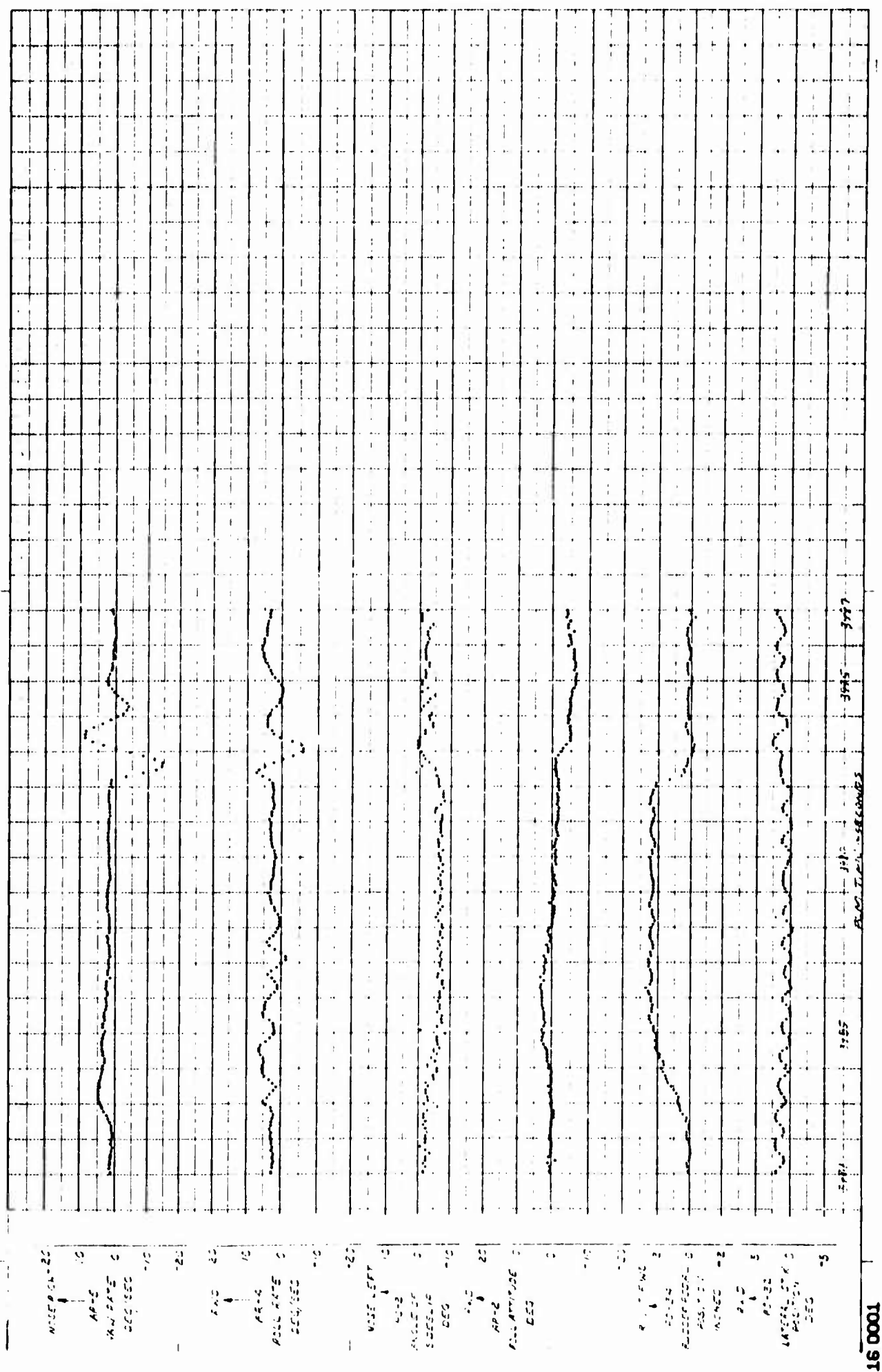


Figure A-109 Lateral-Directional Stability Check, Rudder Release from Left Sideslip, Rudder Free, A/C No. 62-4505, Test 17.0F,  $H_i \approx 16,000$  Feet,  $V_i \approx 280$  Knots, G.W.  $\approx 10,820$  Pounds, C.G. Position F.S. 242.0, Configuration: C R (T-Section Installed on Rudder)



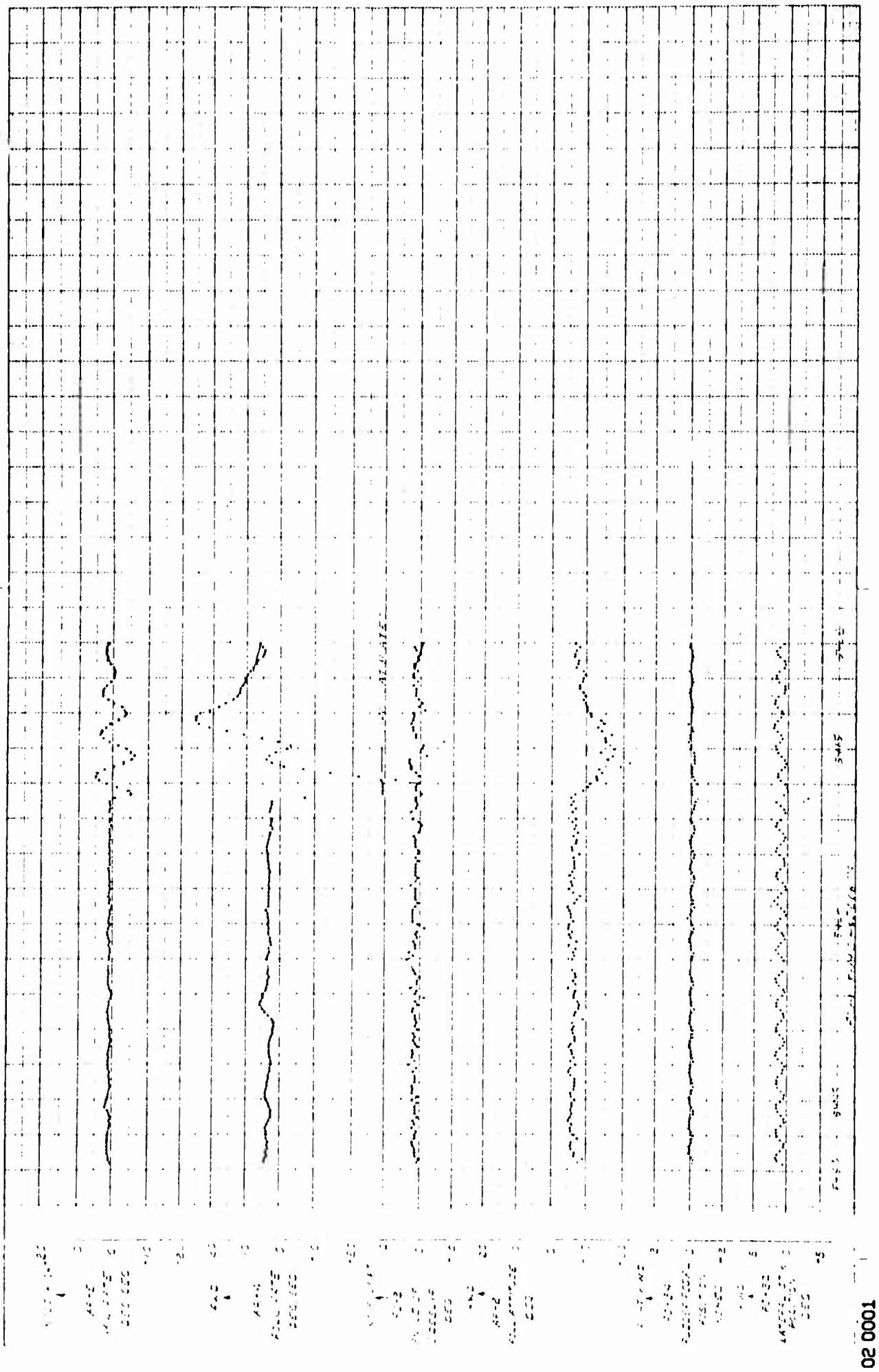


Figure A-110 Lateral Stability Check, Left Lateral Stick Impulse, A/C No. 62-4505, Test 15.0F,  $H_i \approx 8500$  Feet,  $V_i \approx 284$  Knots, G.W.  $\approx 11,180$  Pounds, C.G. Position 241.2, Configuration: C R



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Figure A-111 Lateral Stability Check, Right Lateral Stick Impulse, A/C No. 62-4505, Test 15.0F,  $H_i \approx 8300$  Feet,  $V_i \approx 284$  Knots, G.W.  $\approx 11,120$  Pounds, C.G. Position F.S. 241.1, Configuration: C R

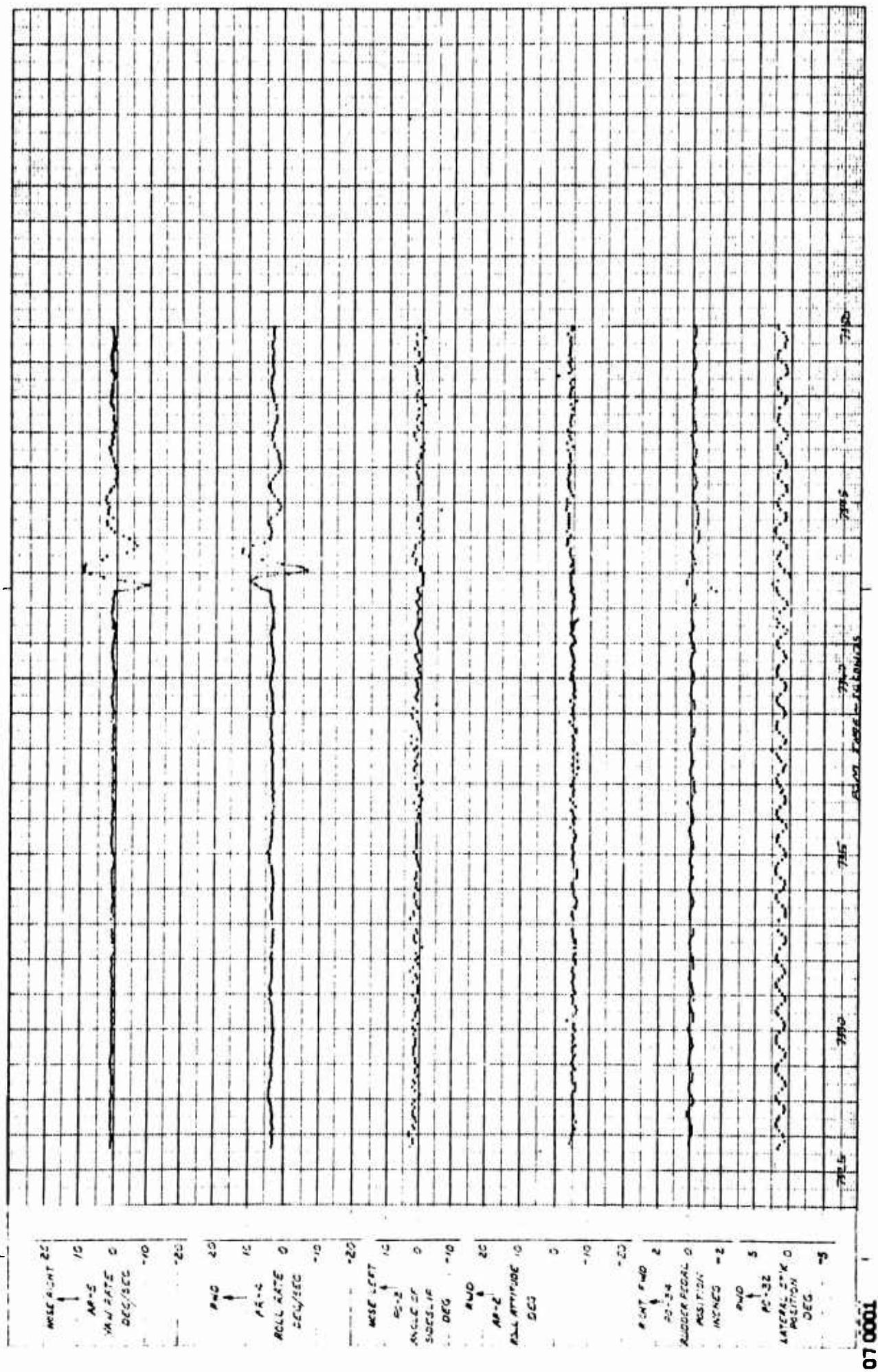


Figure A-112 Directional Stability Check, Left Rudder Impulse, A/C No. 62-4505, Test 15.0F,  $H_i \approx 8600$  Feet,  $V_i \approx 283$  Knots, G.W.  $\approx 10,950$  F, C.G. Position F.S. 240.2, Configuration: C R, (No T-Section on Rudder)

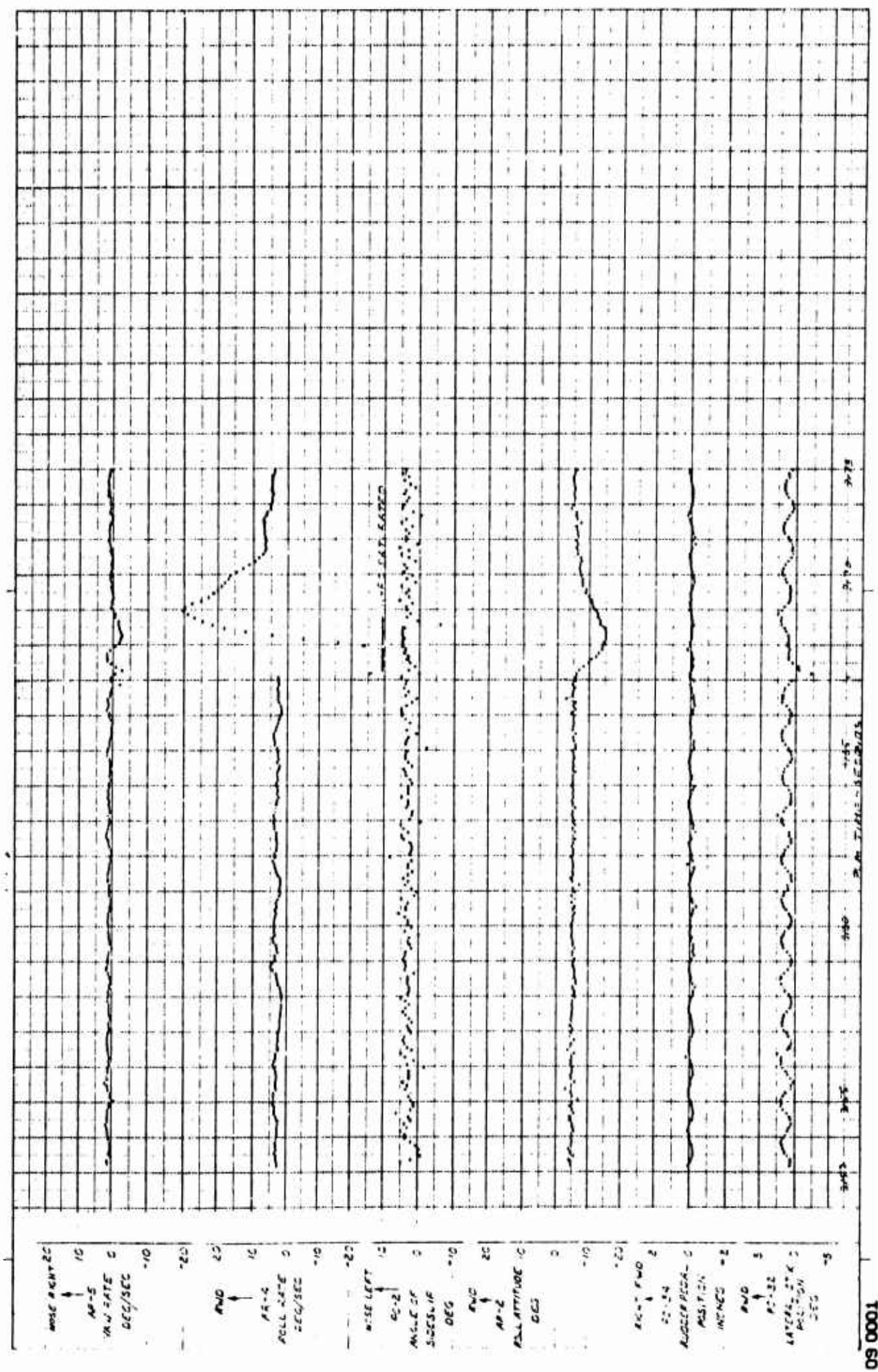


Figure A-113 Lateral Stability Check, Left Lateral Stick Impulse, A/C No. 62-4505, Test 15.0F,  $H_i \approx 20,300$  Feet,  $V_i \approx 289$  Knots, G.W.  $\approx 10,400$  Pounds, C.G. Position F.S. 238.8, Configuration: C R



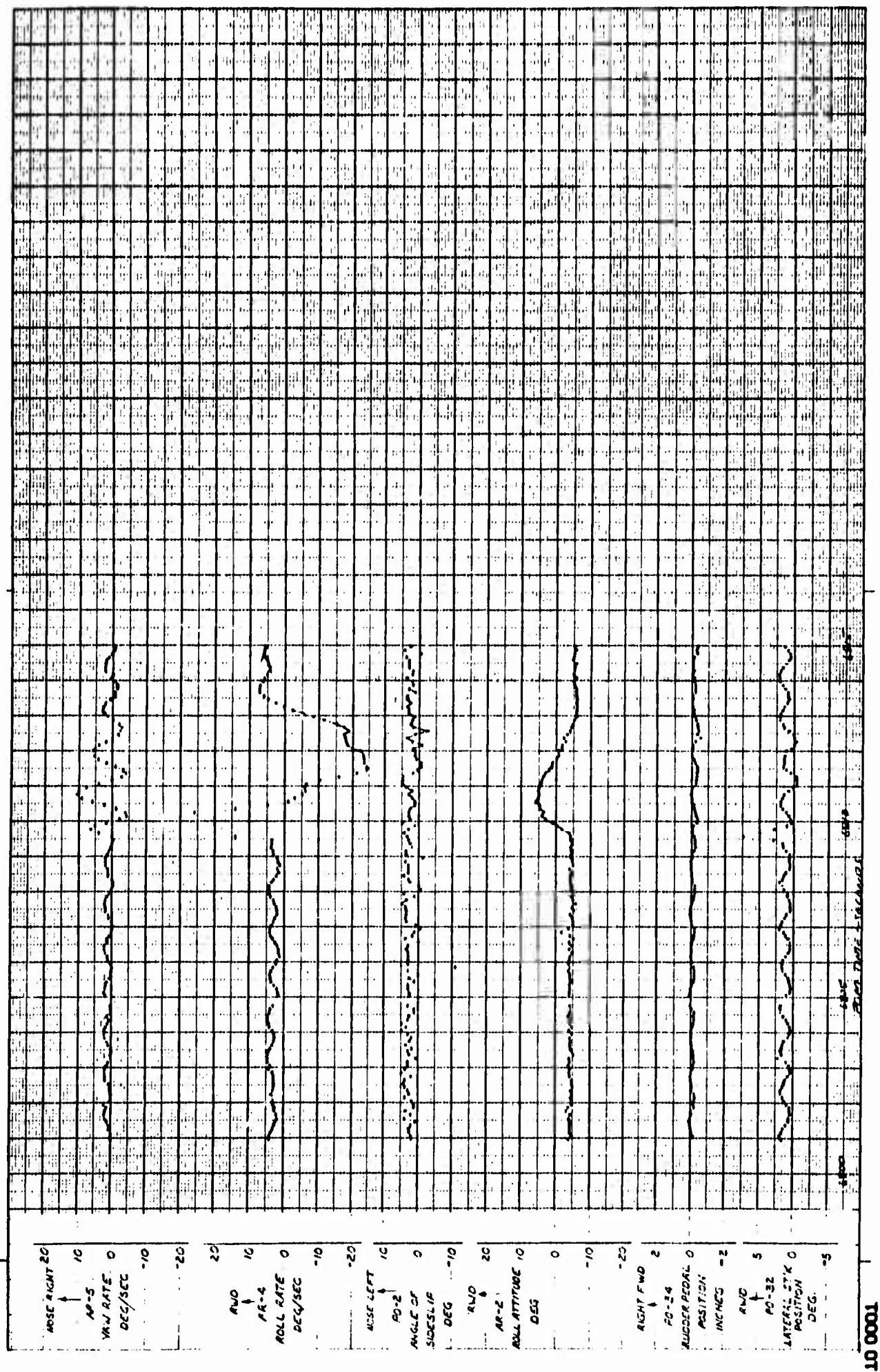


Figure A-114 Lateral Stability Check, Right Lateral Stick Impulse, A/C No. 62-4505, Test 15.0F,  $H_i \approx 20,300$  Feet,  $V_i \approx 289$  Knots, G.W.  $\approx 10,350$  Pounds, C.G. Position F.S. 238.6, Configuration: C R

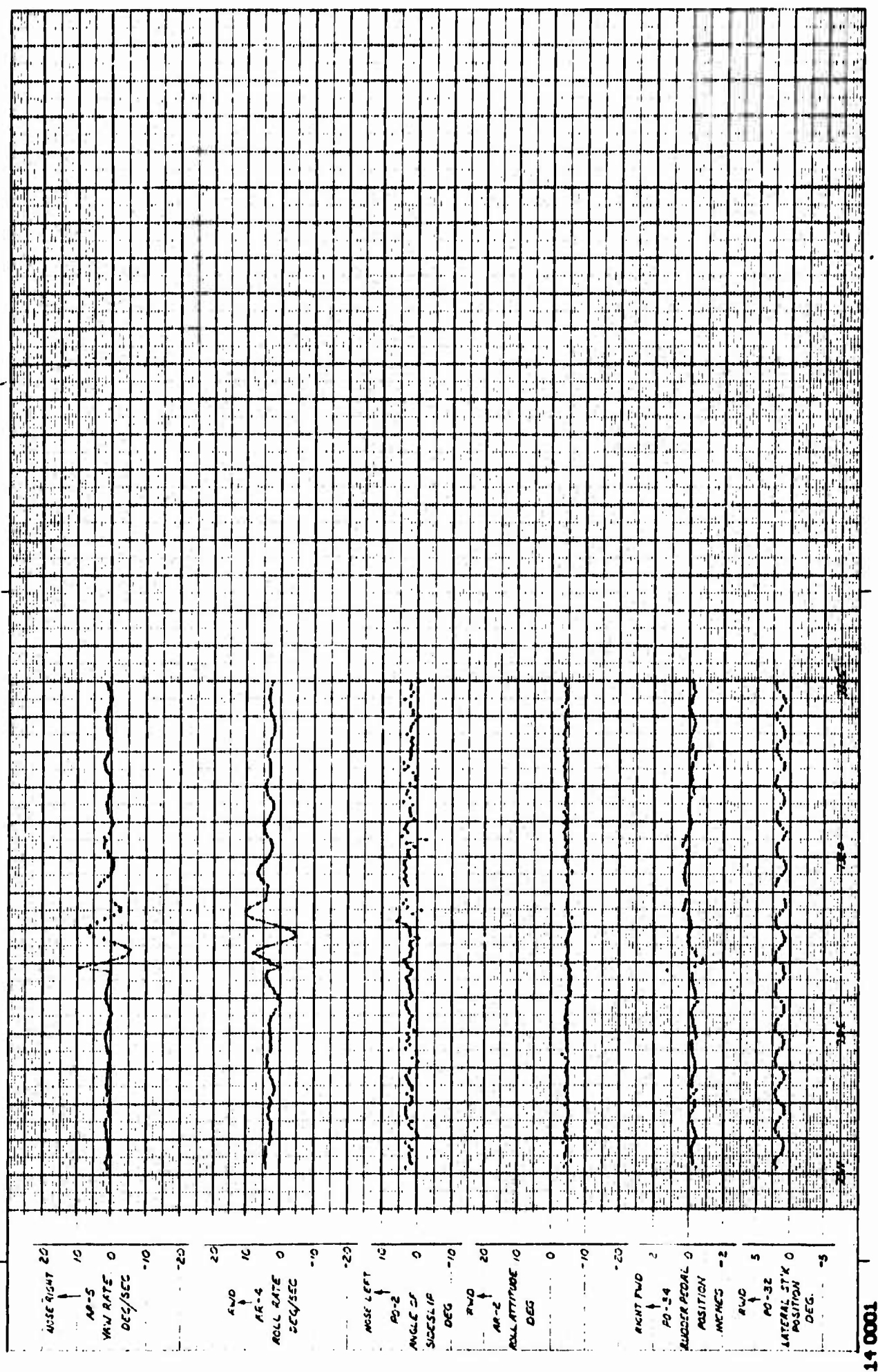


Figure A-115 Directional Stability Check, Right Rudder Impulse, A/C No. 62-4505, Test 15.0F,  $H_i \approx 20,000$  Feet,  $V_i \approx 289$  Knots, G.W.  $\approx 10,070$  Pounds, C.G. Position F.S. 239.5, Configuration: C R (No T-Section on Rudder)

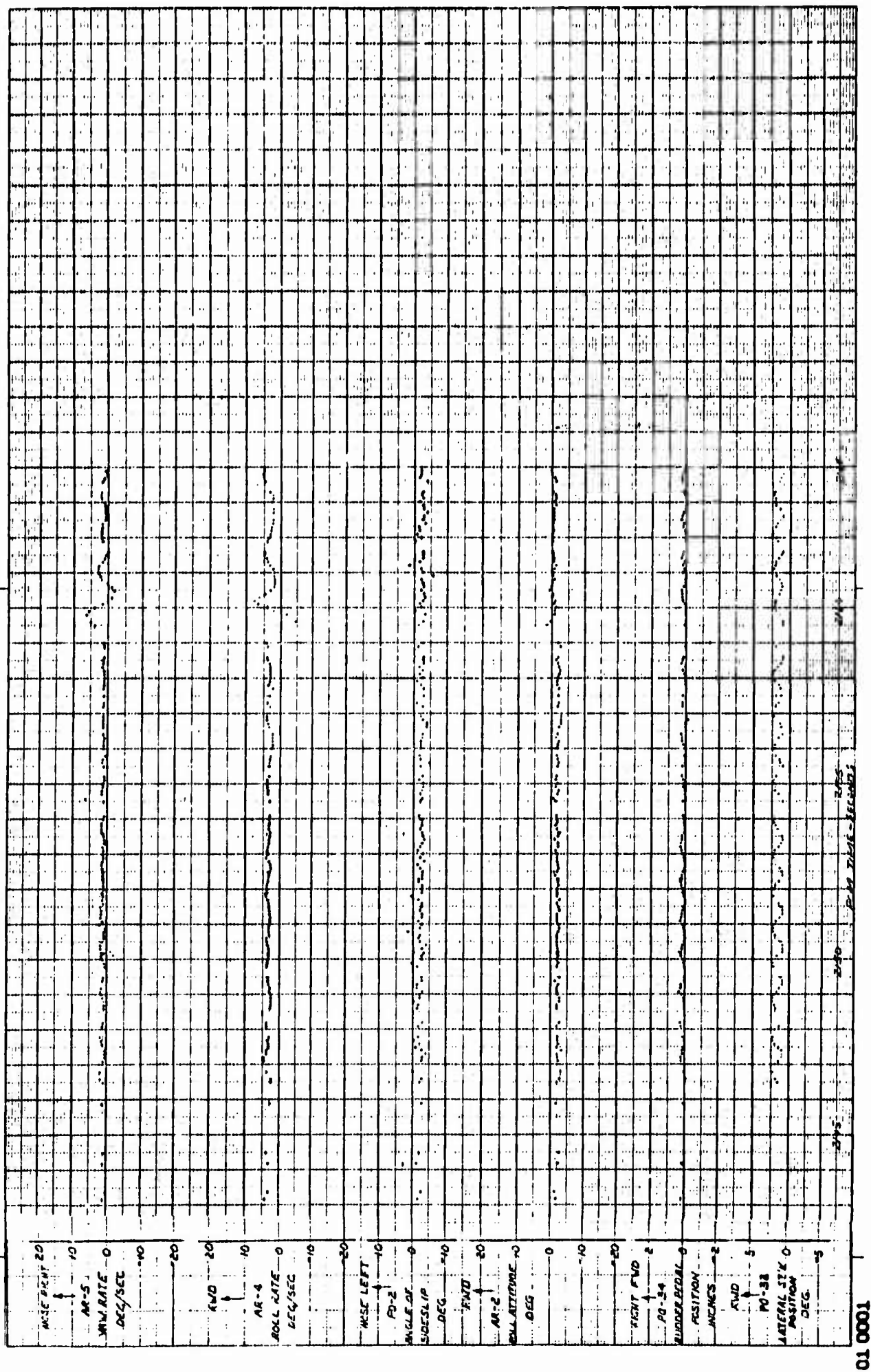


Figure A-116 Directional Stability Check, Left Rudder Impulse,  $V_1 \approx 324$  Knots, G.W.  $\approx 11,250$  Pounds, C.G. Position F.S. 243.4, Configuration: C R (T-Section on Rudder)

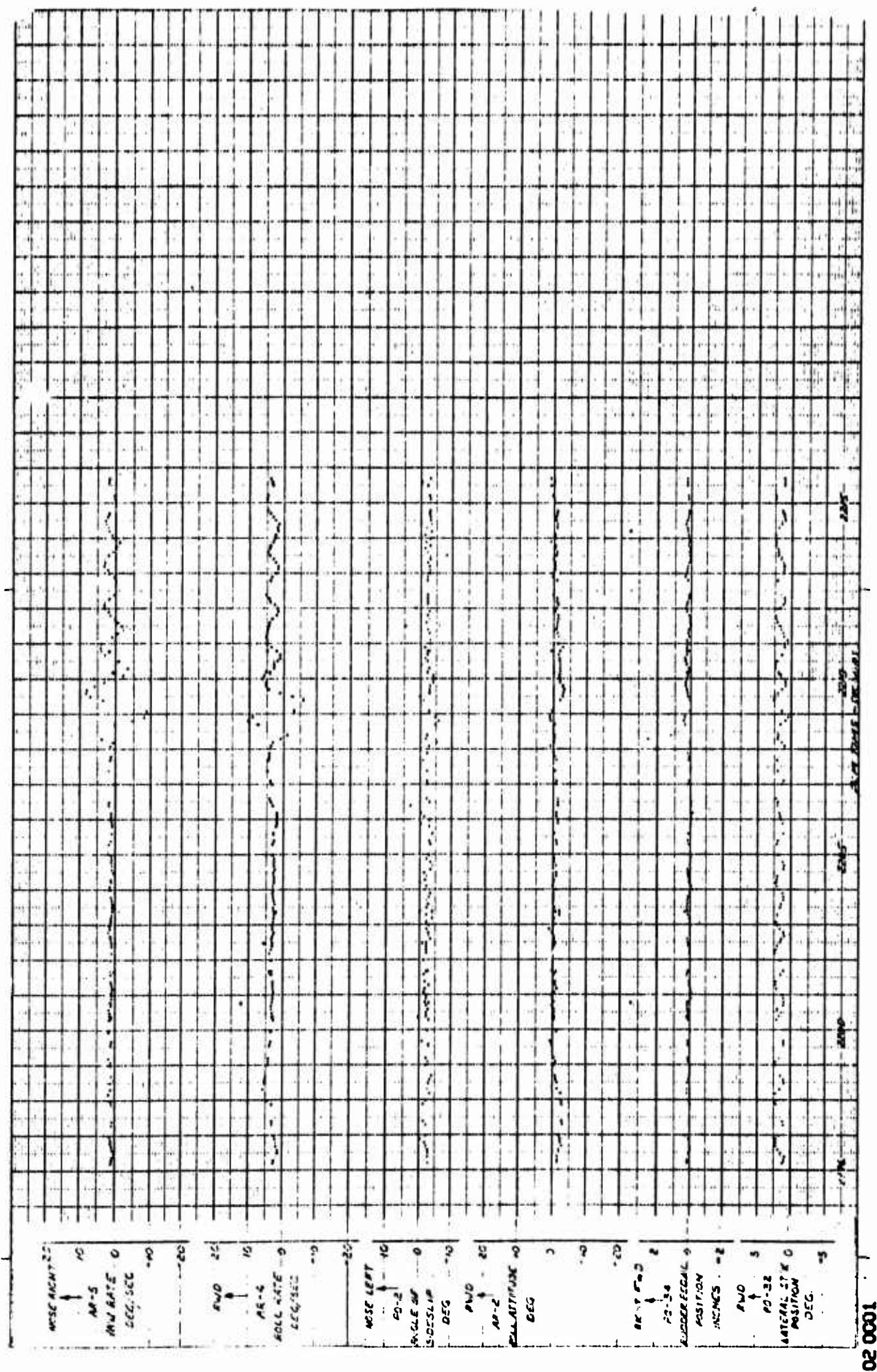
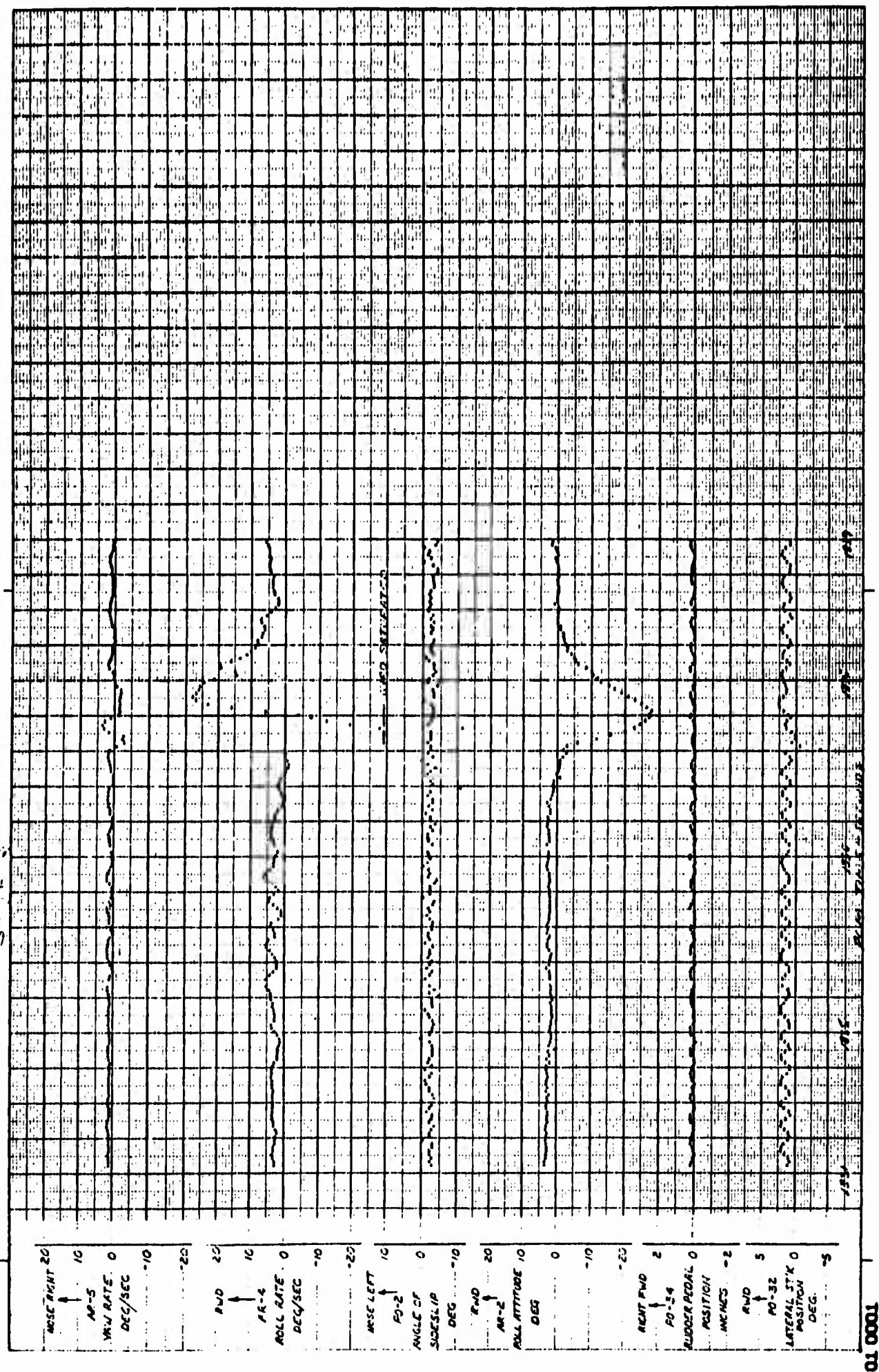
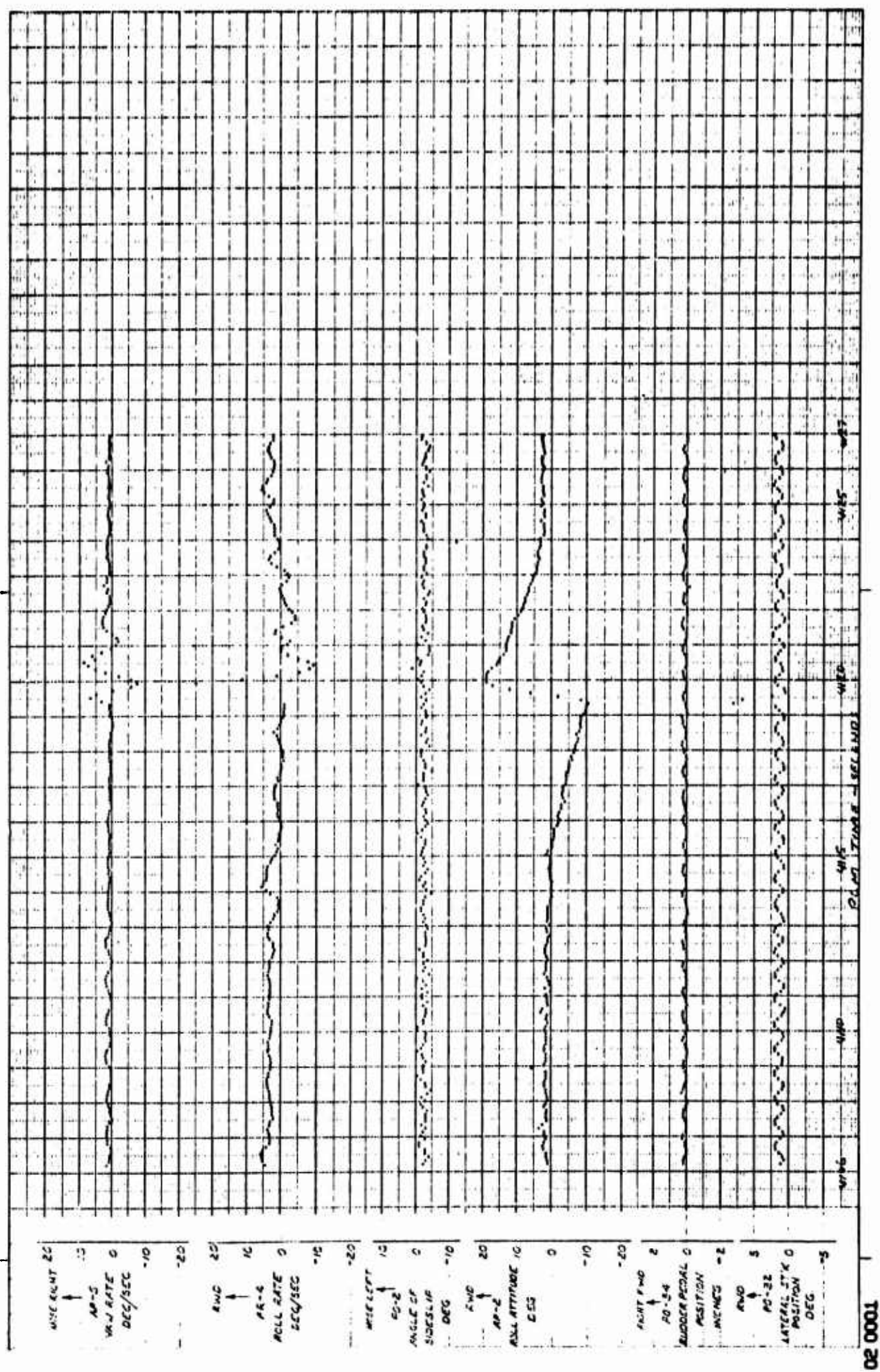


Figure A-117 Directional Stability Check, Right Rudder Impulse, A/C No. 62-4505, Test 19.0F,  $H_i \approx 20,000$  Feet,  $V_i \approx 324$  Knots, G.W.  $\approx 11,200$  Pounds, C.G. Position F.S. 243.4, Configuration: C R (T-Section on Rudder)







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Figure A-119 Lateral Stability Check, Right Lateral Stick Impulse, A/C No. 62-4505, Test 20.0 F,  $H_1 \approx 8000$  Feet,  $V_1 \approx 346$  Knots, G.W.  $\approx 11,335$  Pounds, C.G. Position F.S. 243.2, Configuration: C R

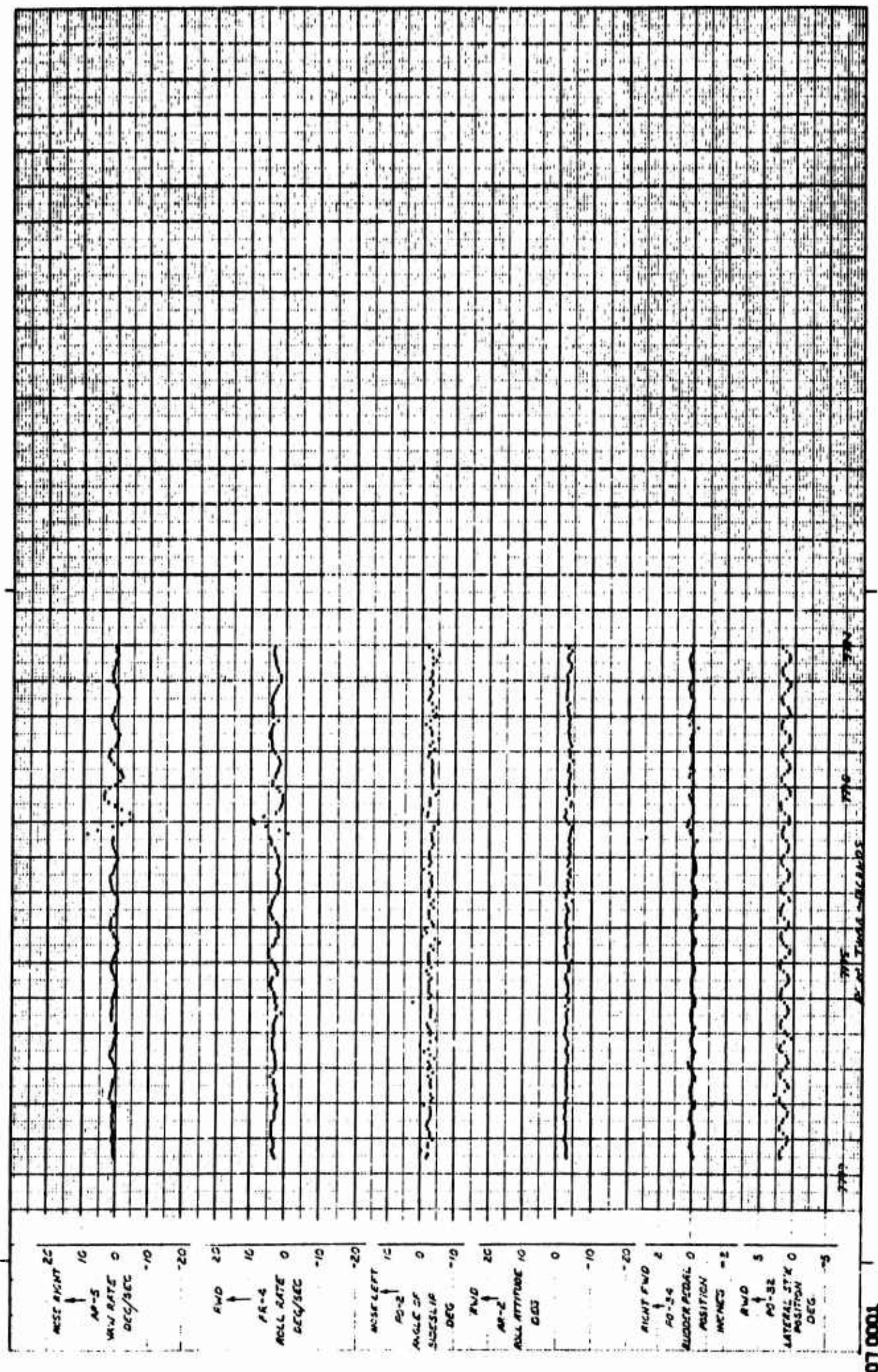


Figure A-120 Directional Stability Check, Right Rudder Impulse A/C No. 62-4505, Test 20.0F,  $H_1 \approx 8800$  Feet,  $V_1 \approx 346$  Knots, G.W.  $\approx 11,030$  Pounds, C.G. Position F.S. 242.5, Configuration: C R (T-Section on Rudder)





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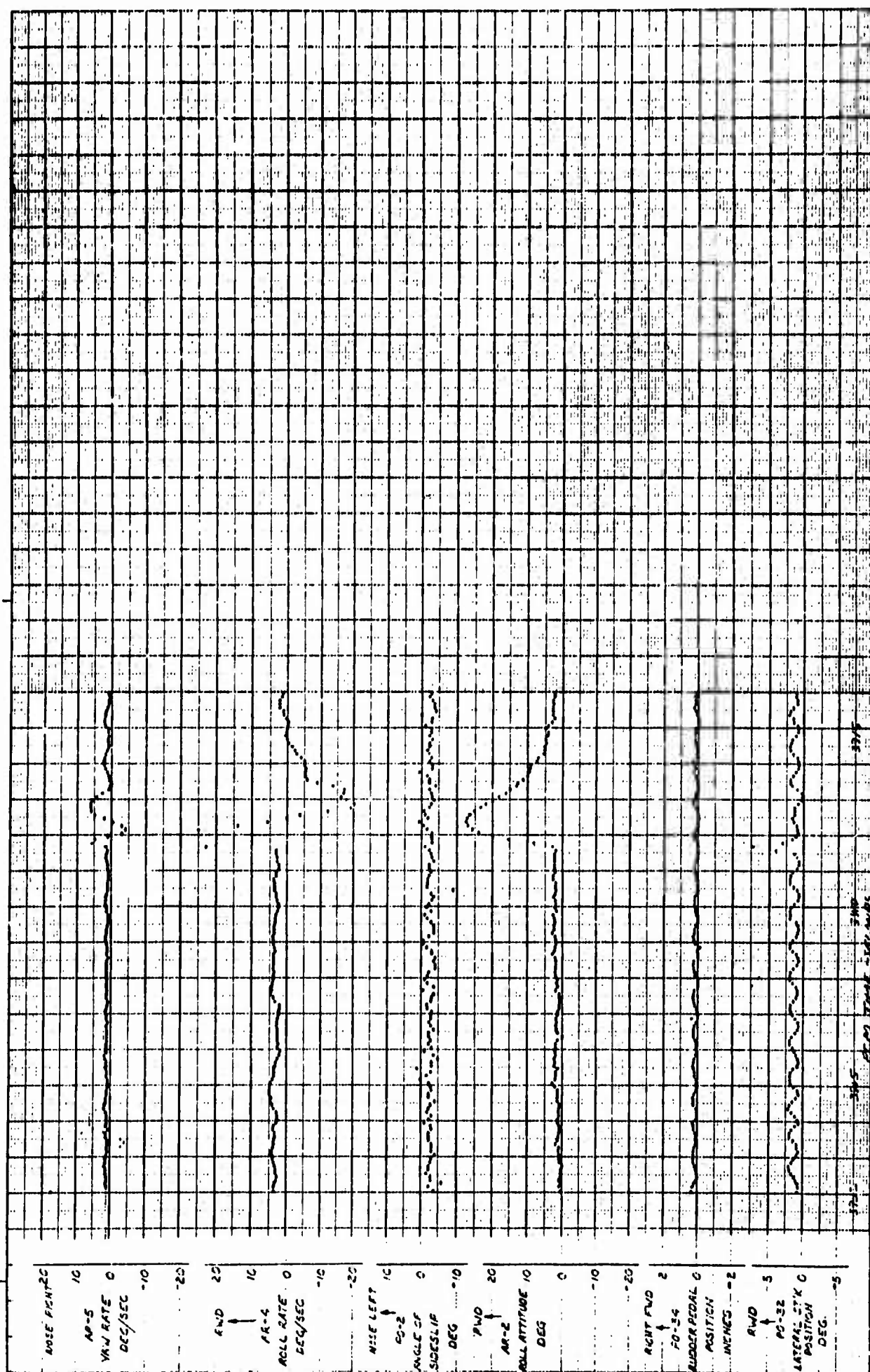


Figure A-122 Lateral Stability Check, Right Lateral Stick Impulse, A/C No. 62-4505, Test 20.0F,  $H_1 \approx 11,850$  Feet,  $V_1 \approx 349$  Knots, C.G. Position F.S. 242.9, Configuration: C R

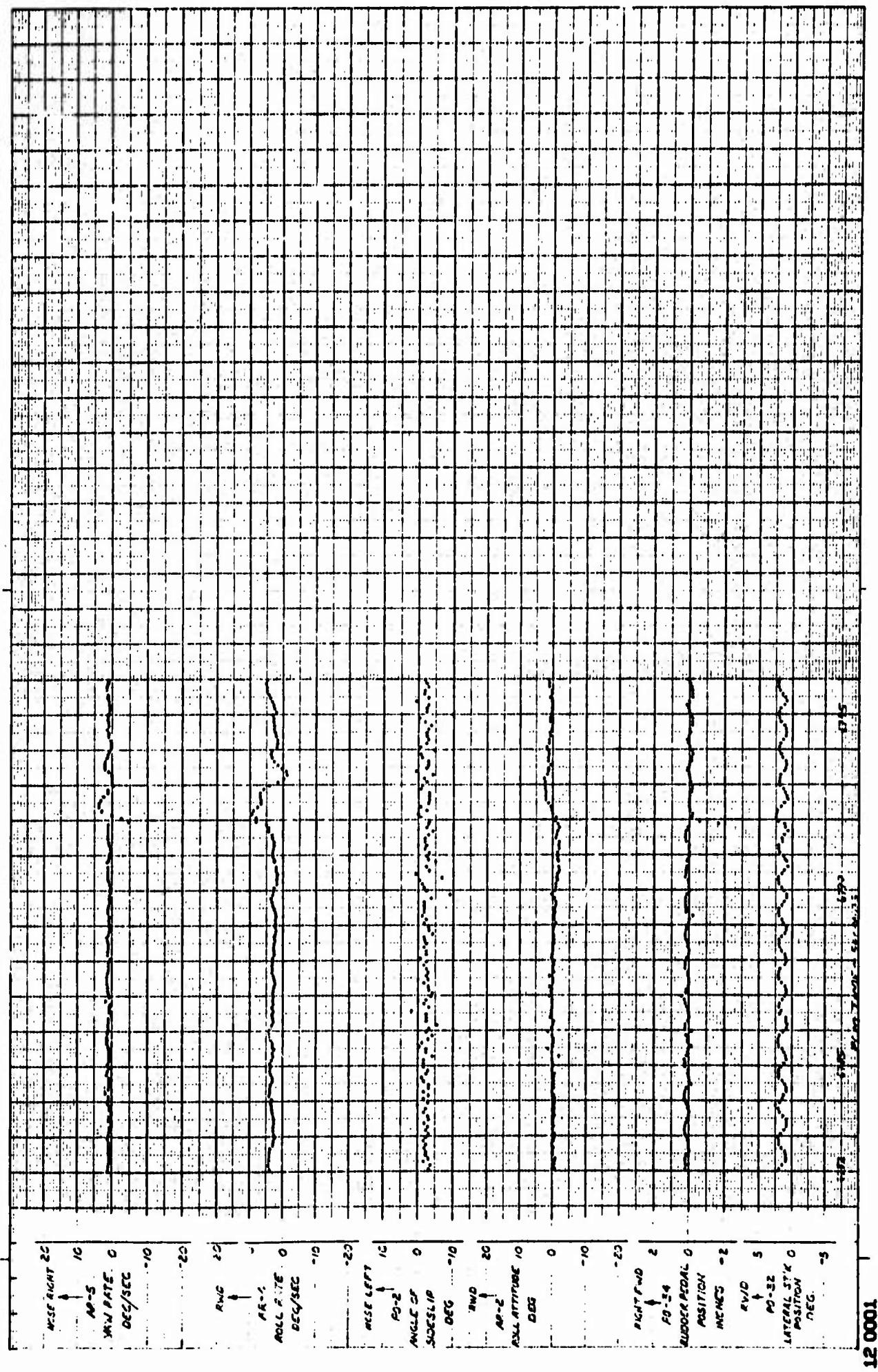


Figure A-123 Directional Stability Check, Left Rudder Impulse, A/C No. 62-4505, Test 20.0F,  $H_i \approx 12,200$  Feet,  $V_i \approx 349$  Knots, G.W.  $\approx 16,420$  Pounds, C.G. Position F.S. 242.5, Configuration: C R (T-Section on Rudder)

**Figure A-124 Directional Stability Check, Right Rudder Impulse, A/C No. 62-4505, Test 20.0F,  $H_i \approx 12,000$  Feet,  $V_1 \approx 349$  Knots, G.W.  $\approx 10,360$  Pounds, C.G. Position F.S. 242.7, Configuration: C R (T-Section on Rudder)**





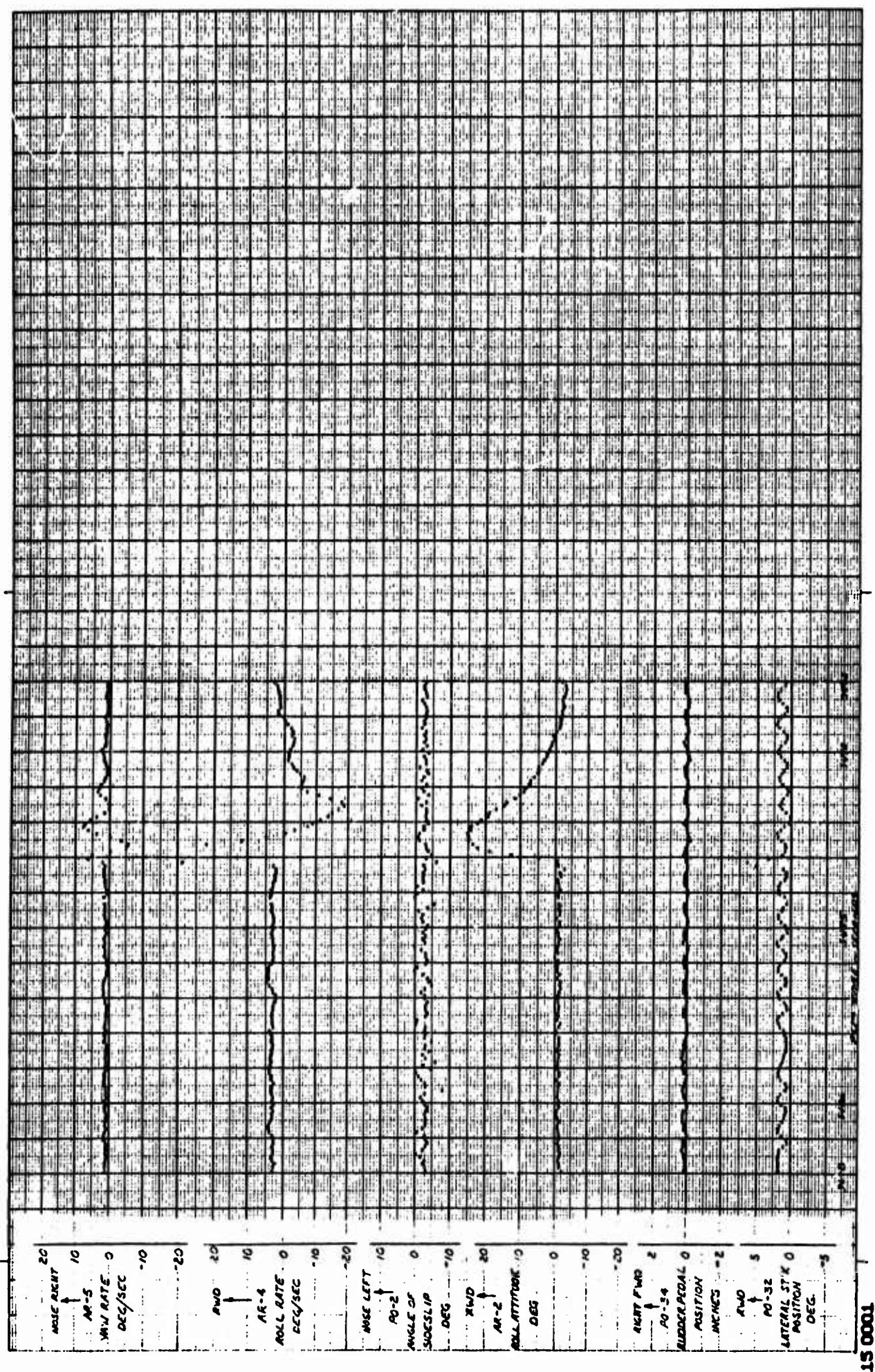


Figure A-126 Lateral Stability Check, Right Lateral Stick Impulse, A/C No. 62-4505, Test 20.0F,  $H_i \approx 7900$  Feet,  $V_i \approx 375$  Knots, G.W.  $\approx 9960$  Pounds, C.G. Position F.S. 241.6, Configuration: C R

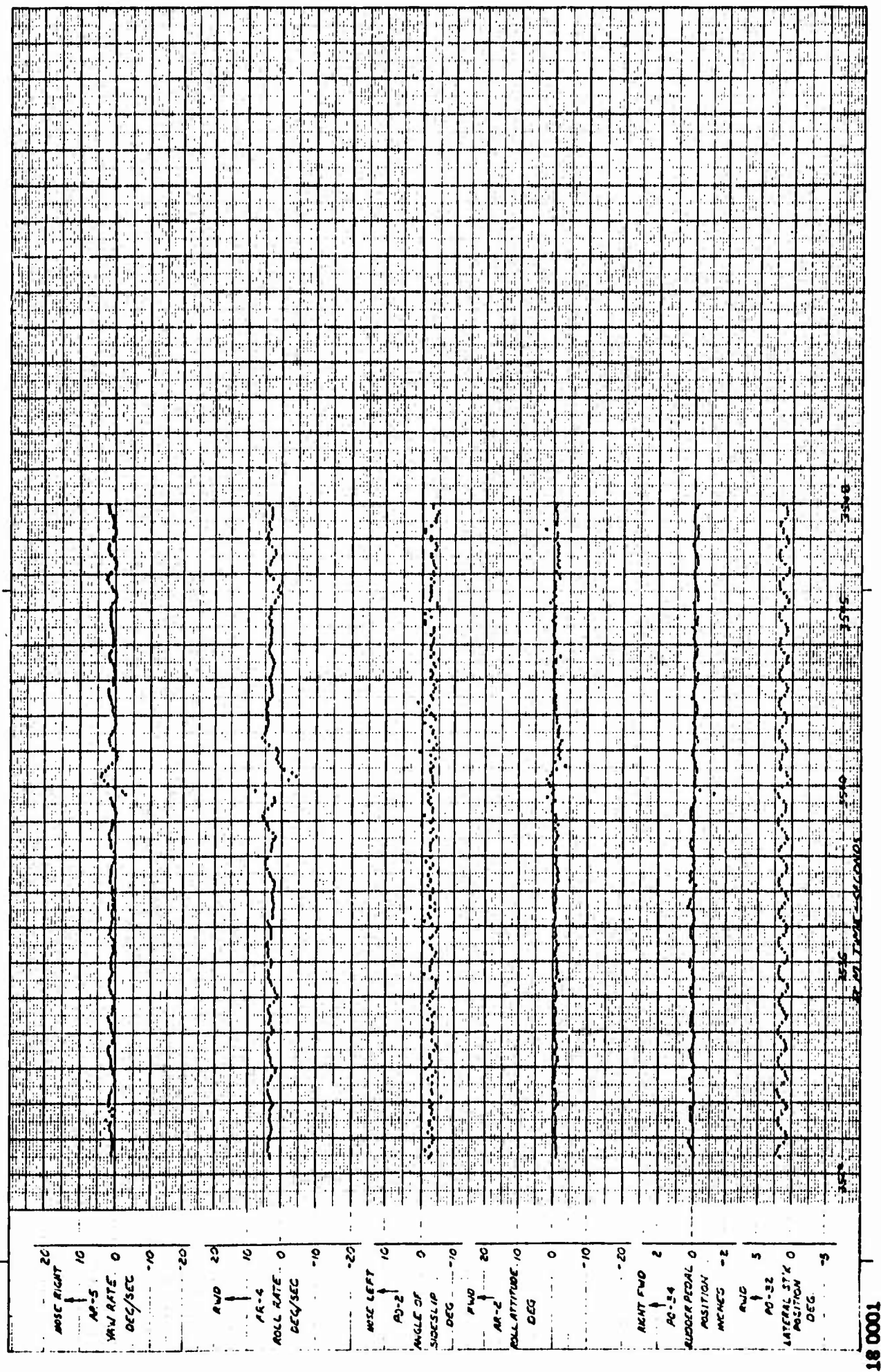


Figure A-127 Directional Stability Check, Left Rudder Impulse, A/C No. 62-4505, Test 20.0F,  $H_i \approx 8050$  Feet,  $V_i \approx 375$  Knots, G.W.  $\approx 9600$  Pounds, C.G. Position F.S. 241.2, Configuration: C R (T-Section on Rudder)

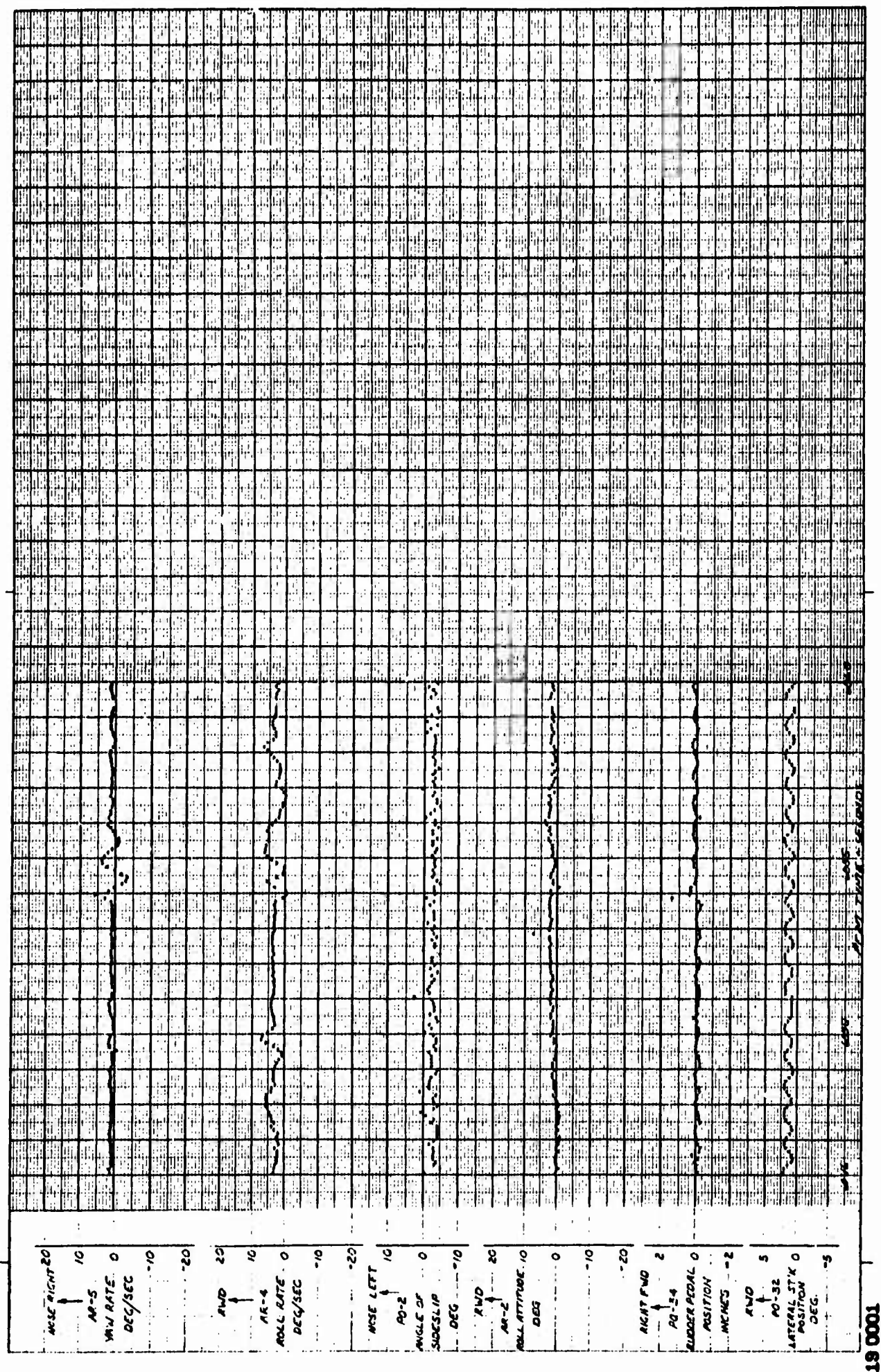


Figure A-128 Directional Stability Check, Right Rudder Impulse A/C No. 62-4505, Test 20.0F,  $H_i \approx 8100$  Feet,  $V_1 \approx 375$  Knots, G.W. 9550 Pounds, C.G. Position F.S. 241.2, Configuration: C R (T-Section on Rudder)



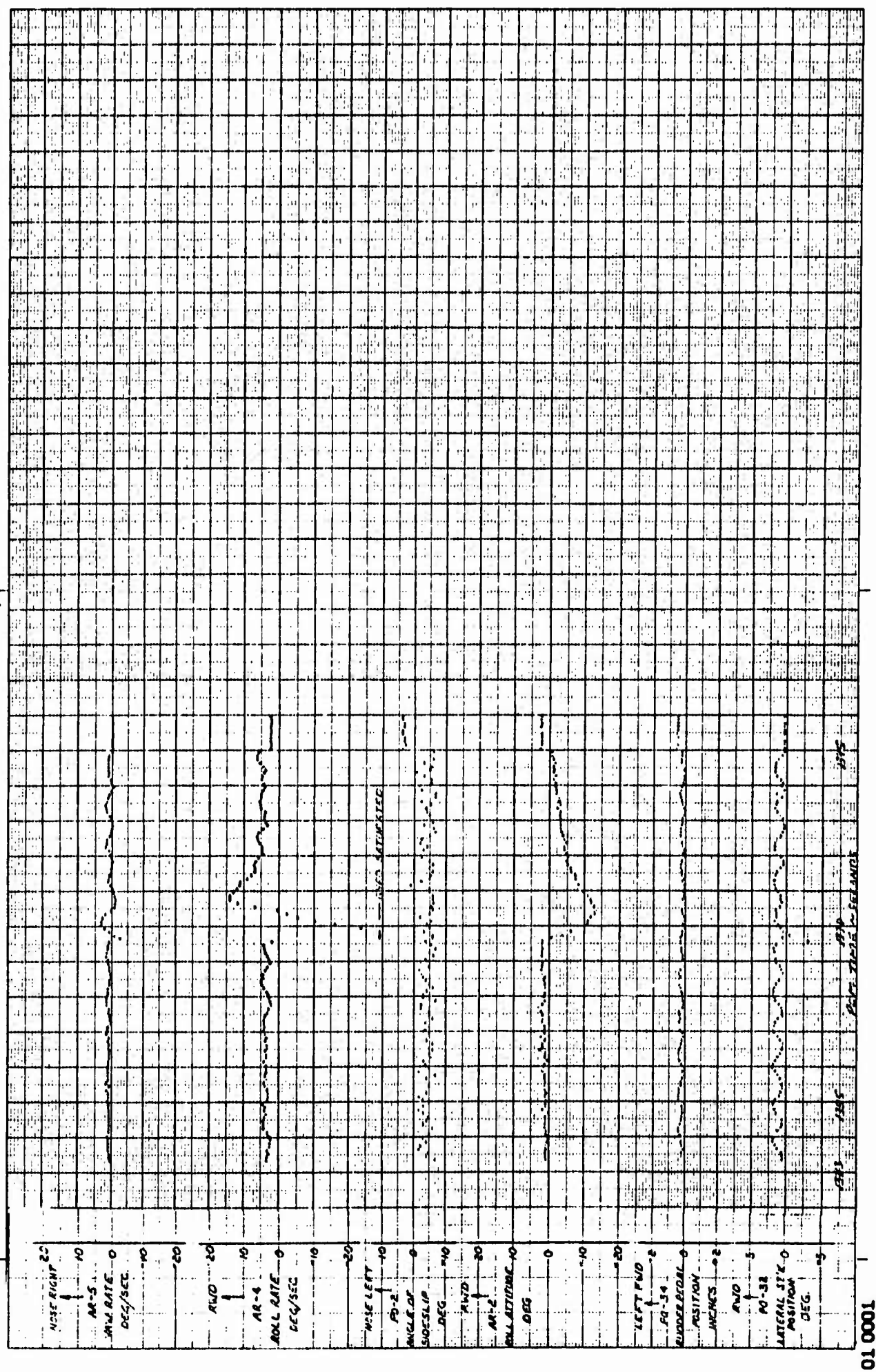
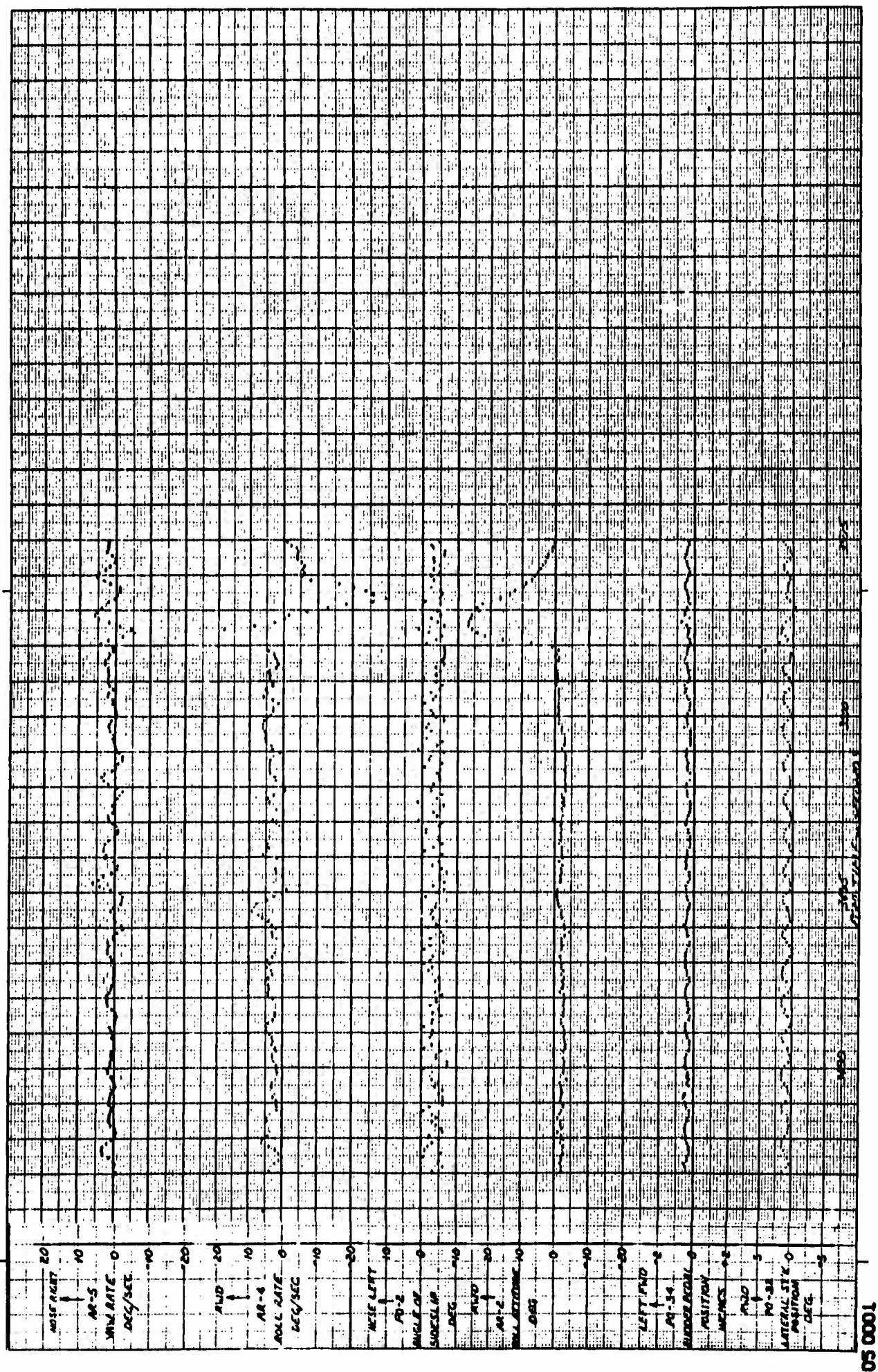


Figure A-129 Lateral Stability Check, Left Lateral Stick Impulse, A/C No. 62-4505, Test 23.0F,  $H_i \approx 12,190$  Feet,  $V_i \approx 375$  Knots, G.W.  $\approx 11,000$  Pounds, C.G. Position F.S. 241.0, Configuration: C R





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Figure A-130 Lateral Stability Check, Right Lateral Stick Impulse, A/C No. 62-4505, Test 23.0F,  $H_i \approx 8300$  Feet,  $V_i \approx 405$  Knots, G.W.  $\approx 10,435$  Pounds, C.G. Position F.S. 241.2, Configuration: C R

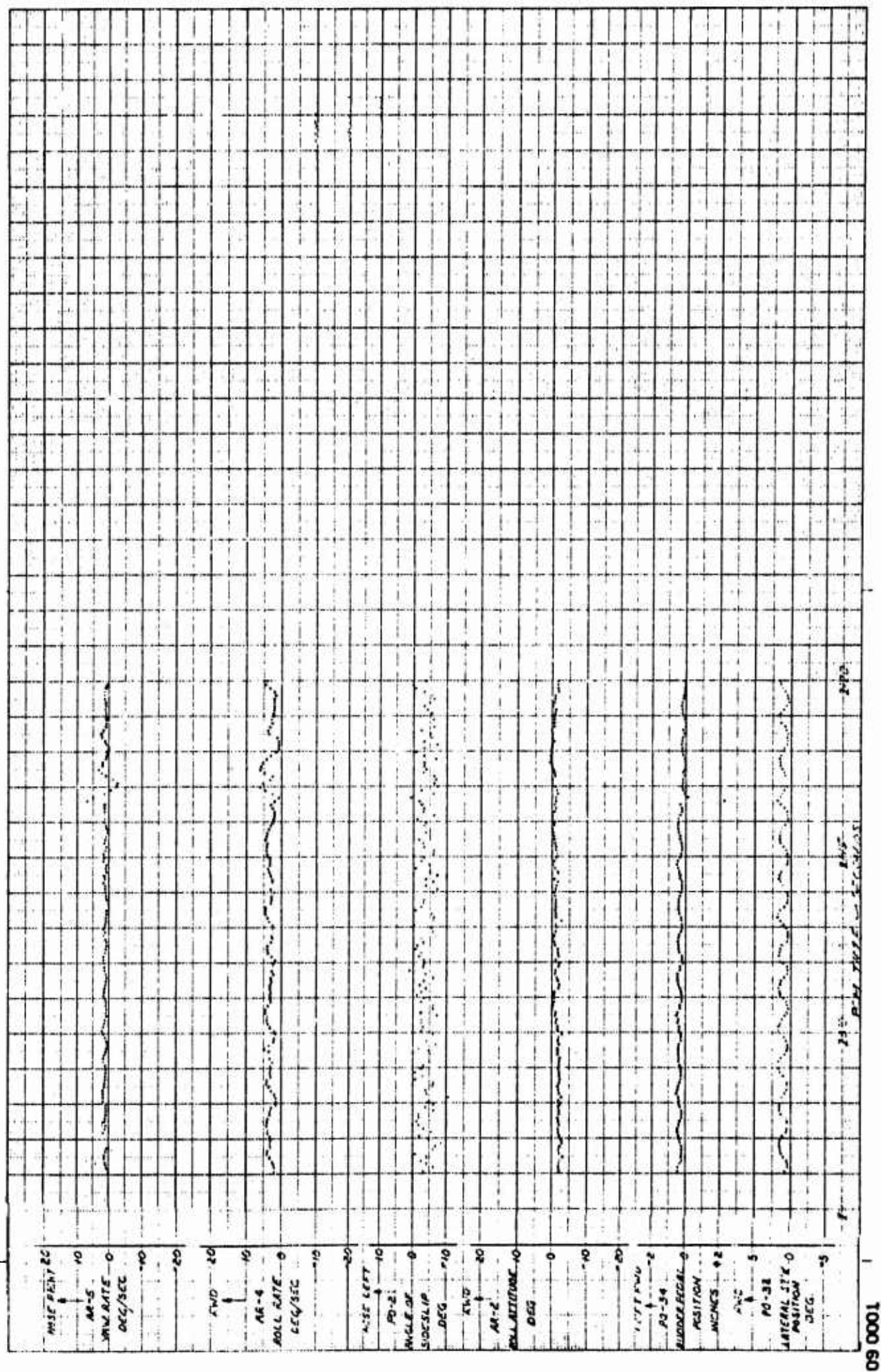


Figure A-131 Directional Stability Check, Right Rudder Impulse, A/C No. 62-4505, Test 23.0F,  $H_i \approx 7700$  Feet,  $V_i \approx 405$  Knots, G.W.  $\approx 9650$  Pounds, C.G. Position F.S. 241.2, Configuration: C R (T-Section on Rudder)



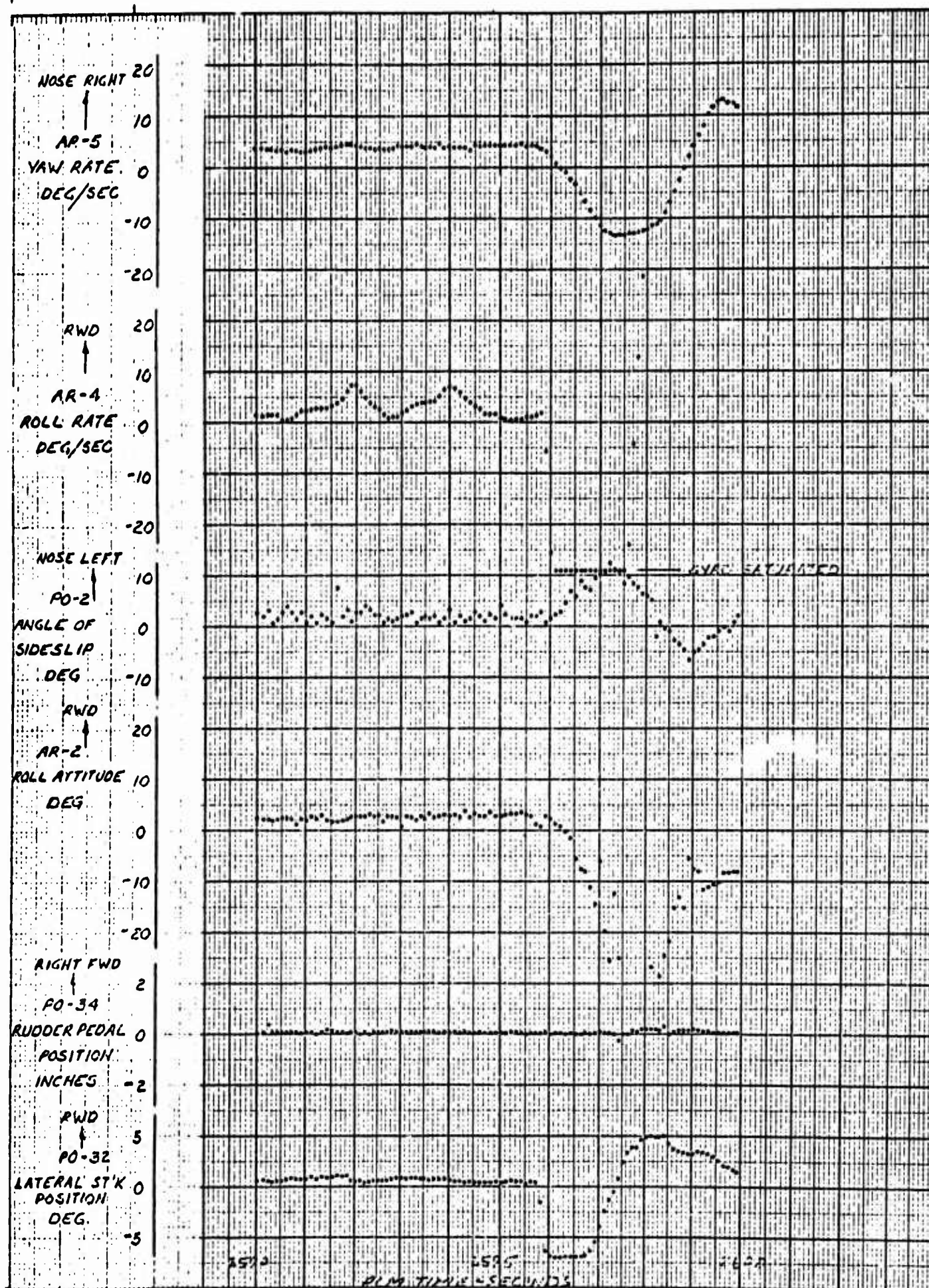


Figure A-132 Lateral-Directional Stability Check, Left Roll from Right Bank, Rudder Fixed, A/C No. 62-4505, Test 9.0F,  $H_1 \approx 11,500$  Feet,  $V_1 \approx 150$  Knots, G.W.  $\approx 10,430$  Pounds, C.G. Position F.S. 240.4, Configuration: C R

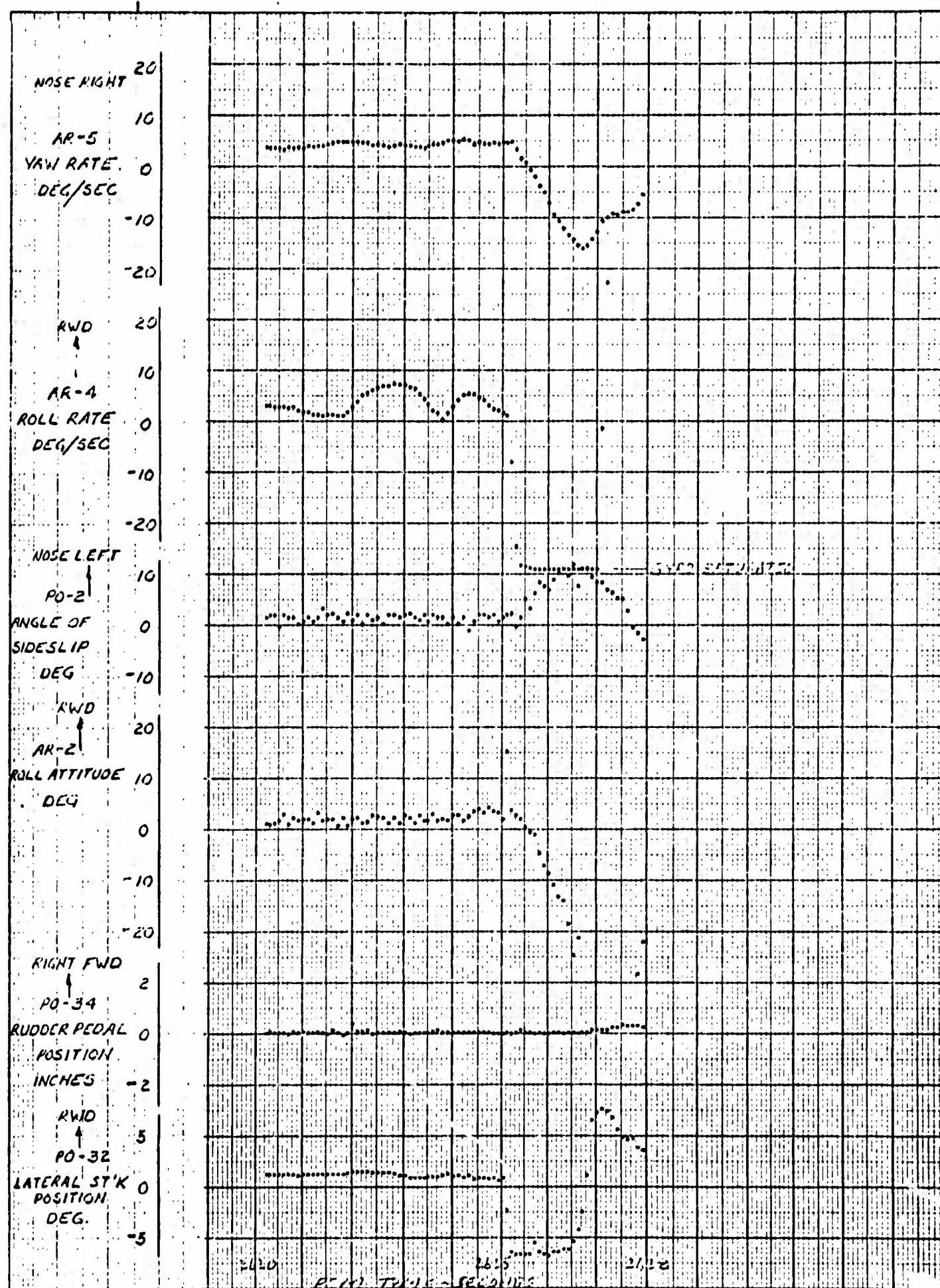


Figure A-133 Lateral-Directional Stability Check, Left Roll from Right Bank, Rudder Fixed, A/C No. 62-4505, Test 9.0F,  $H_1 \approx 11,500$  Feet,  $V_1 \approx 150$  Knots, G.W.  $\approx 10,415$  Pounds, C.G. Position F.S 240.4, Configuration: C R



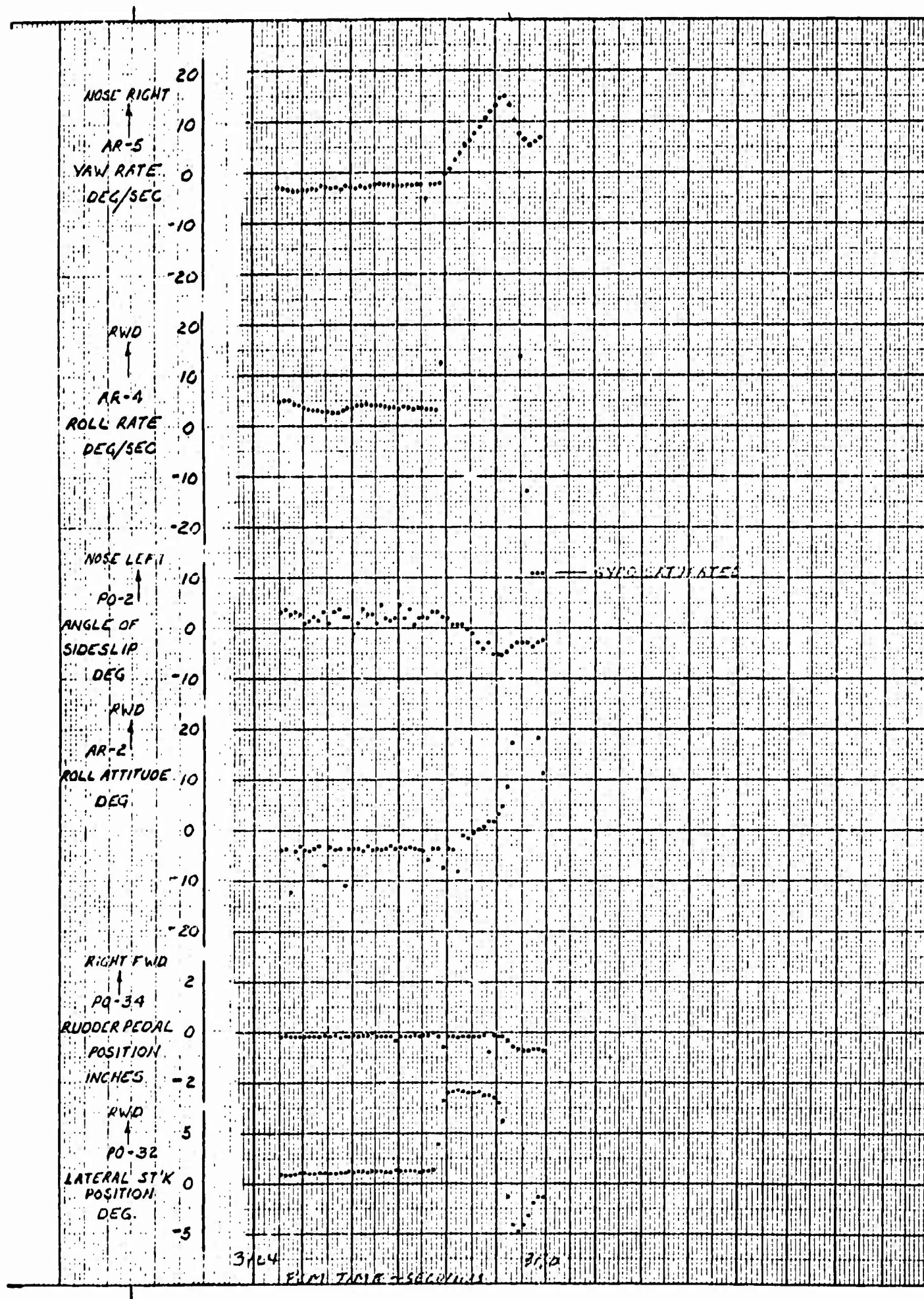


Figure A-134 Lateral-Directional Stability Check, Right Roll from Left Bank, Rudder Fixed, A/C No. 62-4505, Test 9.0F,  $H_i \approx 11,500$  Feet,  $V_i \approx 150$  Knots, G.W.  $\approx 10,465$  Pounds, C.G. Position F.S. 240.6, Configuration: C R

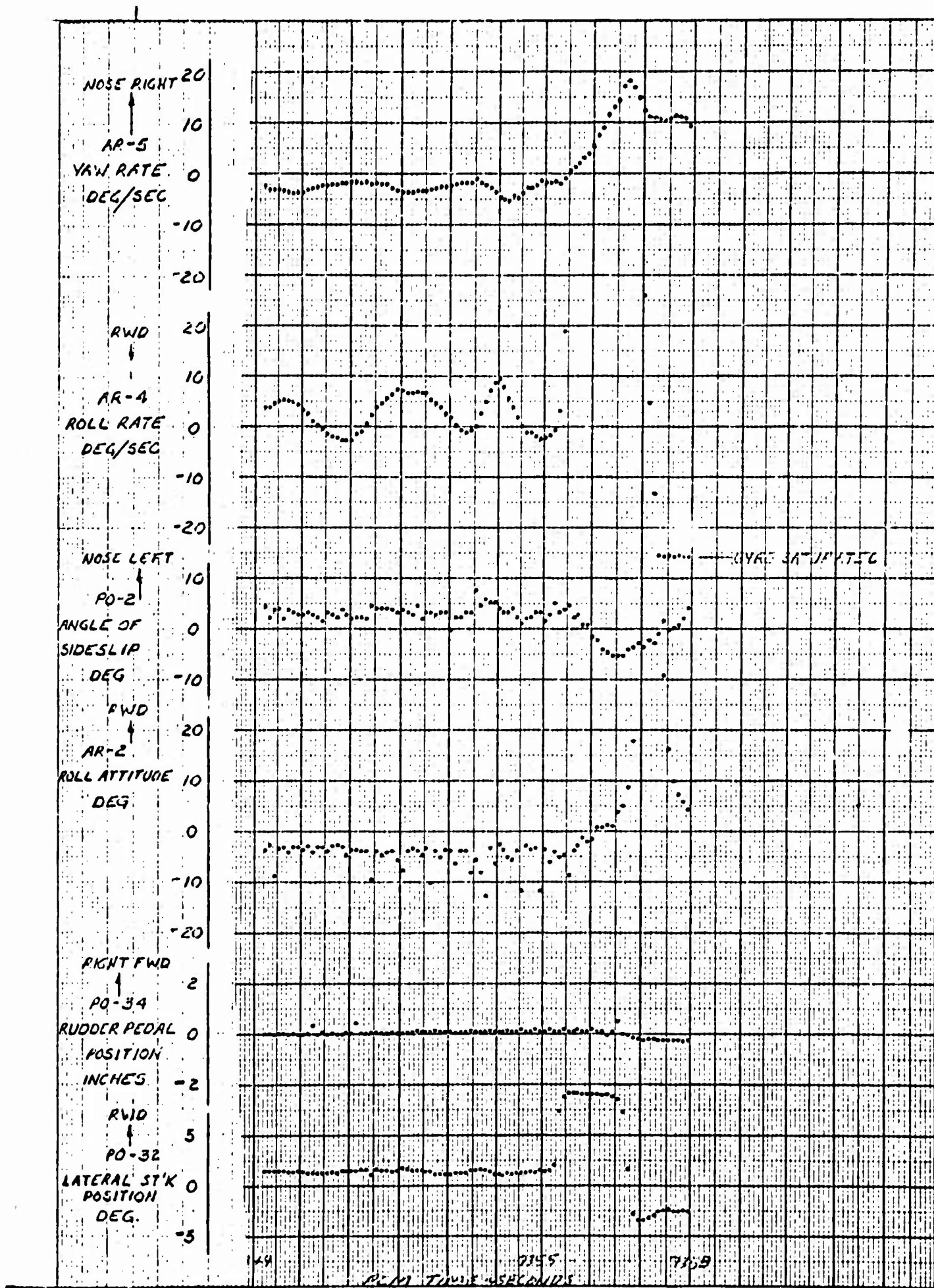


Figure A-135 Lateral-Directional Stability Check, Right Roll from Left Bank, Rudder Fixed, A/C No. 62-4505, Test 9.0F,  $H_i \approx 11,500$  Feet,  $V_i \approx 150$  Knots, G. W.  $\approx 10,445$  Pounds, C. G. Position F. S. 240.5, Configuration: C R

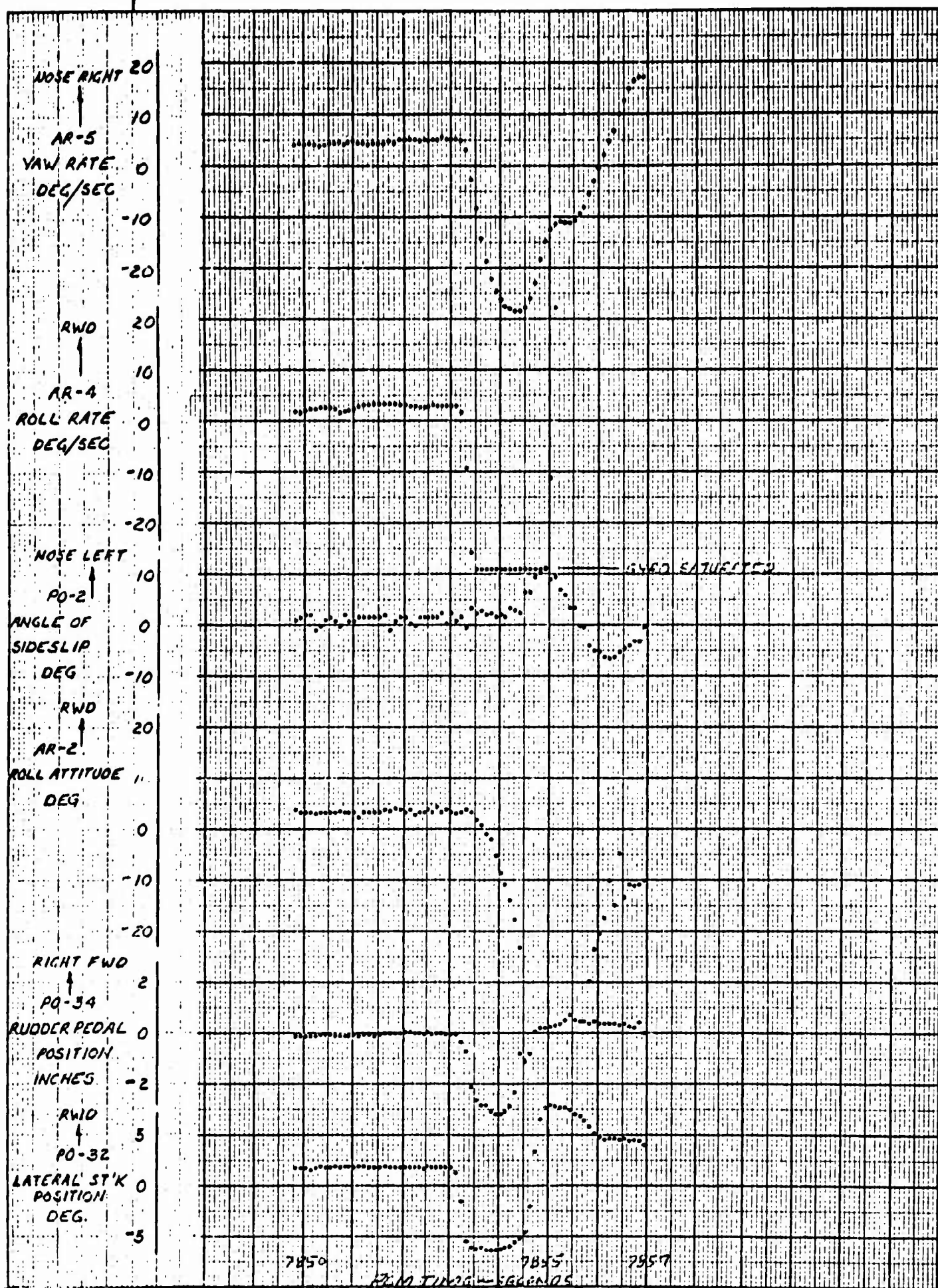


Figure A-136 Lateral-Directional Stability Check, Left Roll from Right Bank, Coordinated Rudder, A/C No. 62-4505, Test 9.0F,  $H_1 \approx 11,500$  Feet,  $V_1 \approx 150$  Knots, G.W.  $\approx 10,390$  Pounds, C.G. Position F.S. 240.3, Configuration: C R

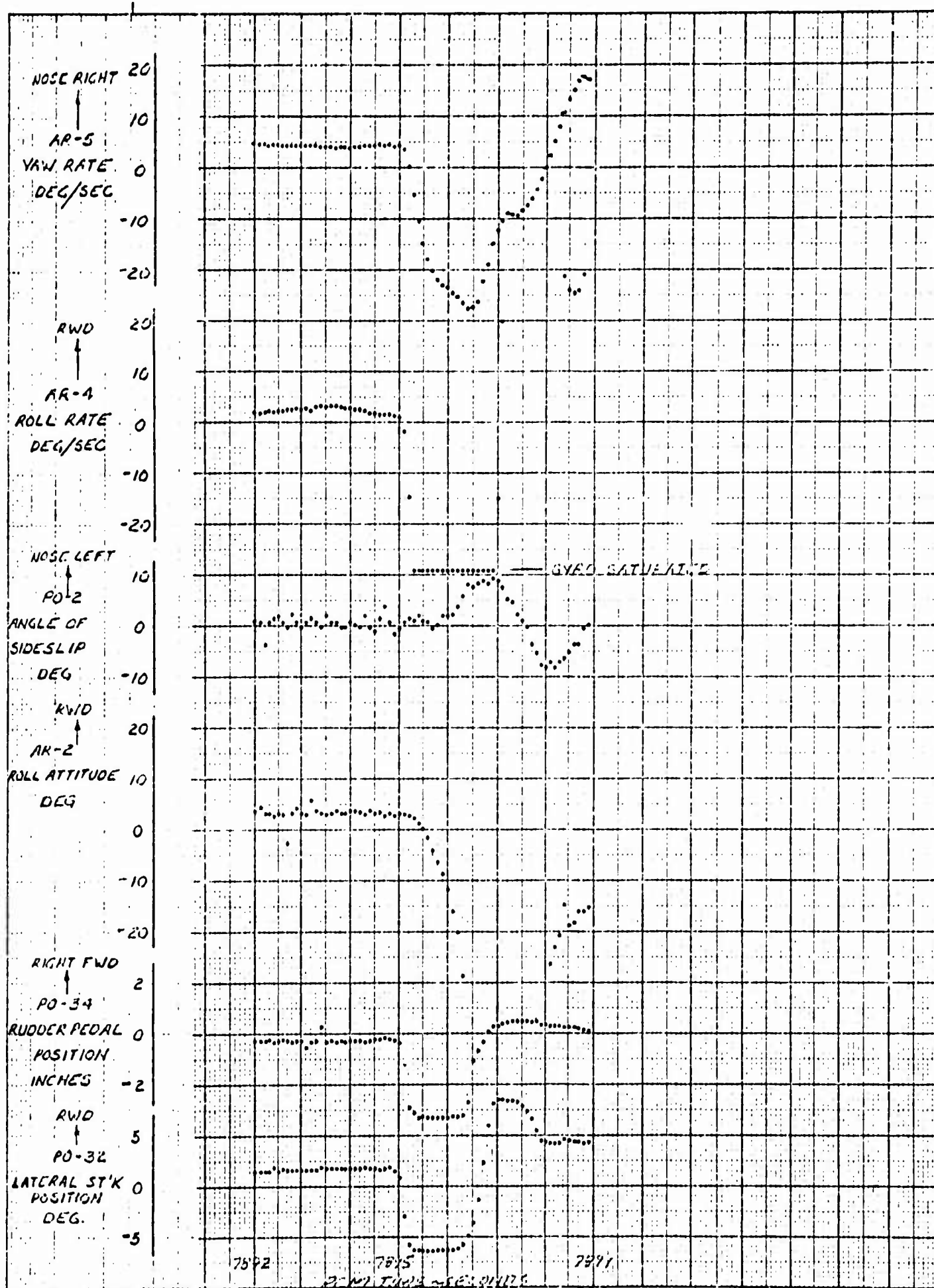


Figure A-137 Lateral-Directional Stability Check, Left Roll from Right Bank, Coordinated Rudder, A/C No. 62-4505, Test 9.0F,  $H_i \approx 11,500$  Feet,  $V_i \approx 150$  Knots, G.W.  $\approx 10,370$  Pounds, C.G. Position F.S. 240.3, Configuration: C R



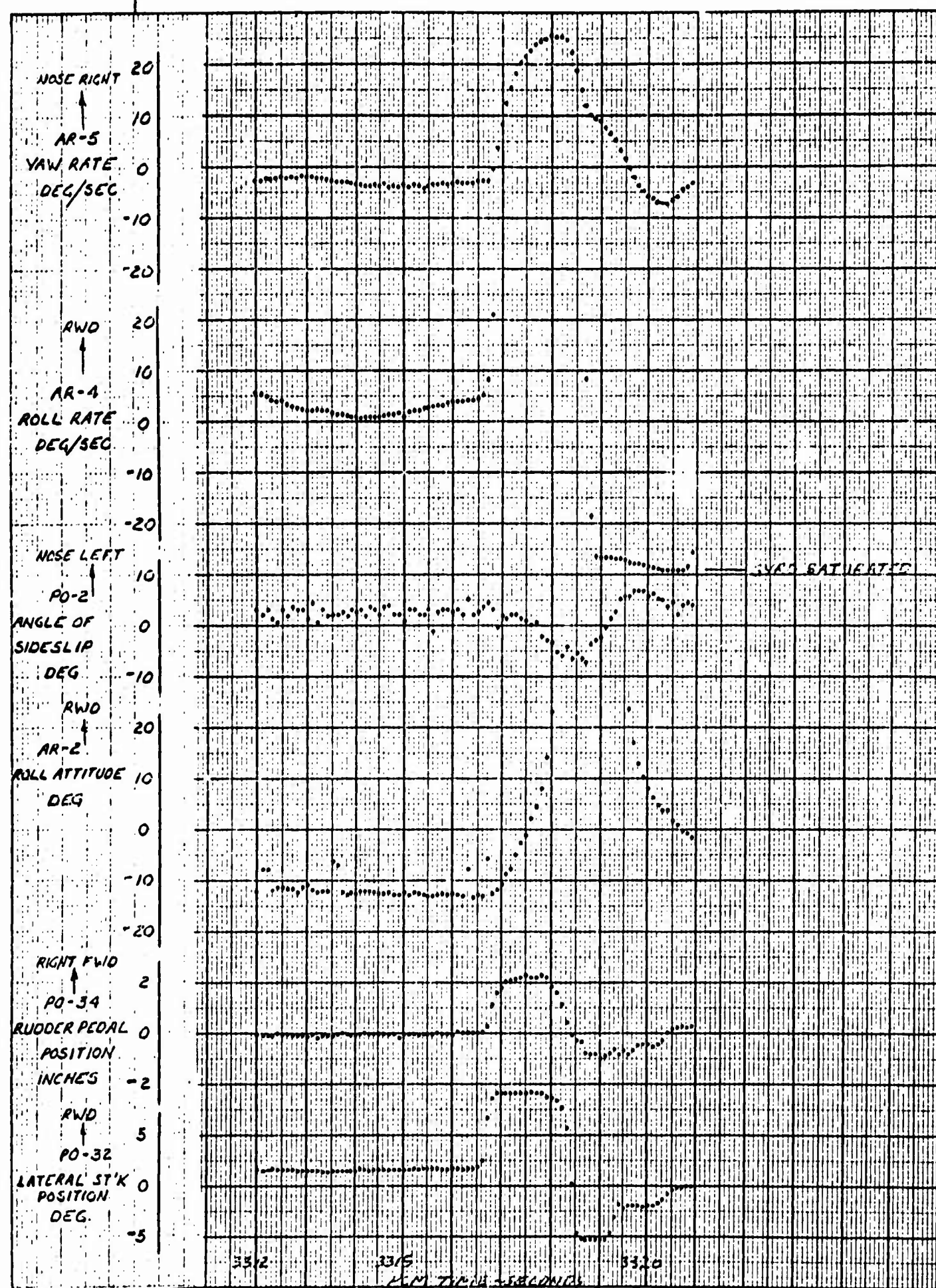


Figure A-138 Lateral-Directional Stability Check, Right Roll from Left Bank, Coordinated Rudder, A/C No. 62-4505, Test 9.0F,  $H_1 \approx 11,500$  Feet,  $V_1 \approx 150$  Knots, G.W.  $\approx 10,350$  Pounds, C.G. Position F.S. 240.3, Configuration: C R

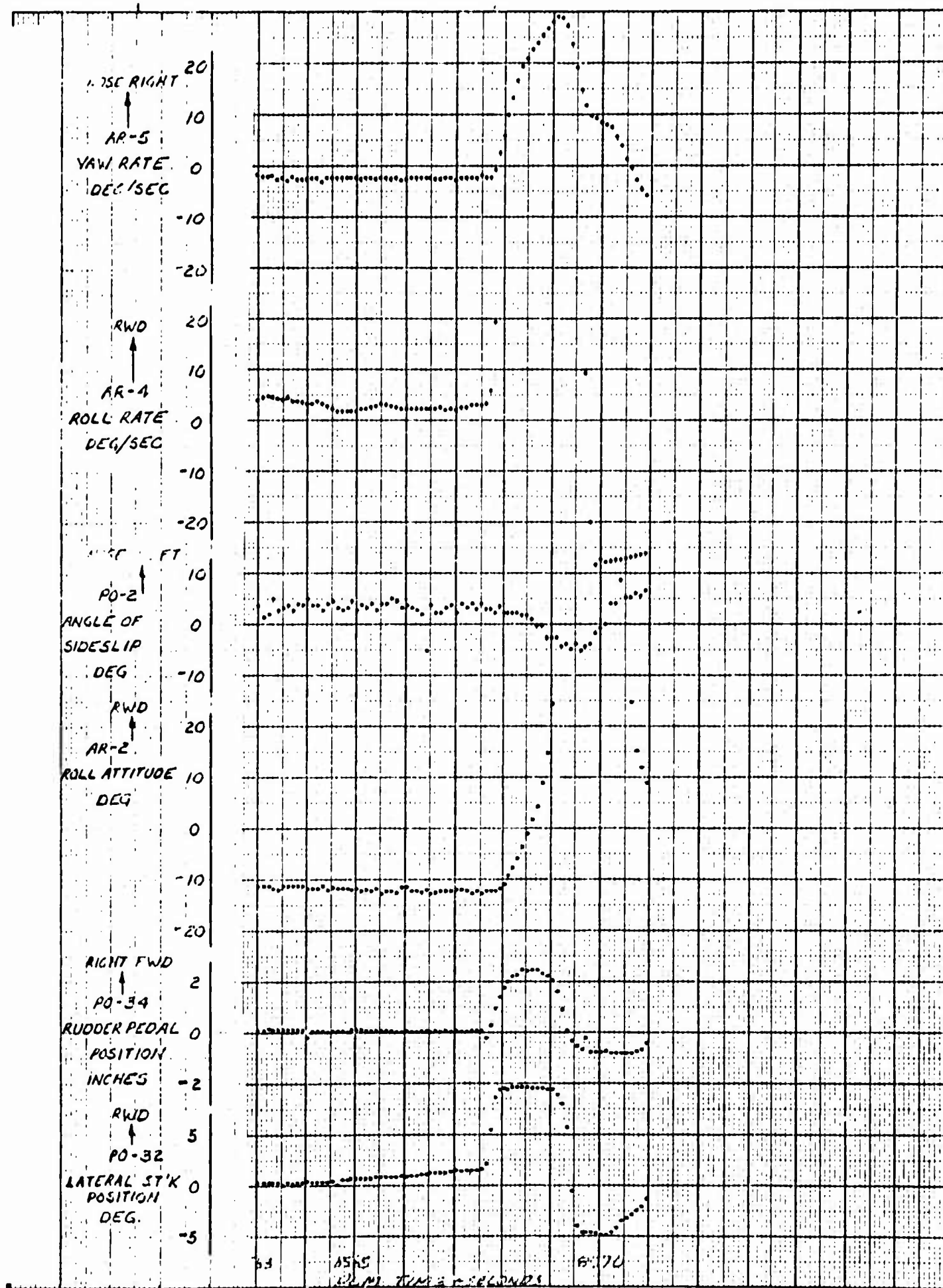


Figure A-139 Right Roll from Left Bank, Coordinated Rudder, A/C No. 62-4505, Test 9.0F,  $H_1 \approx 11,500$  Feet,  $V_1 \approx 150$  Knots, G.W.  $\approx 10,330$  Pounds, C.G. Position F.S. 240.2, Configuration: C R

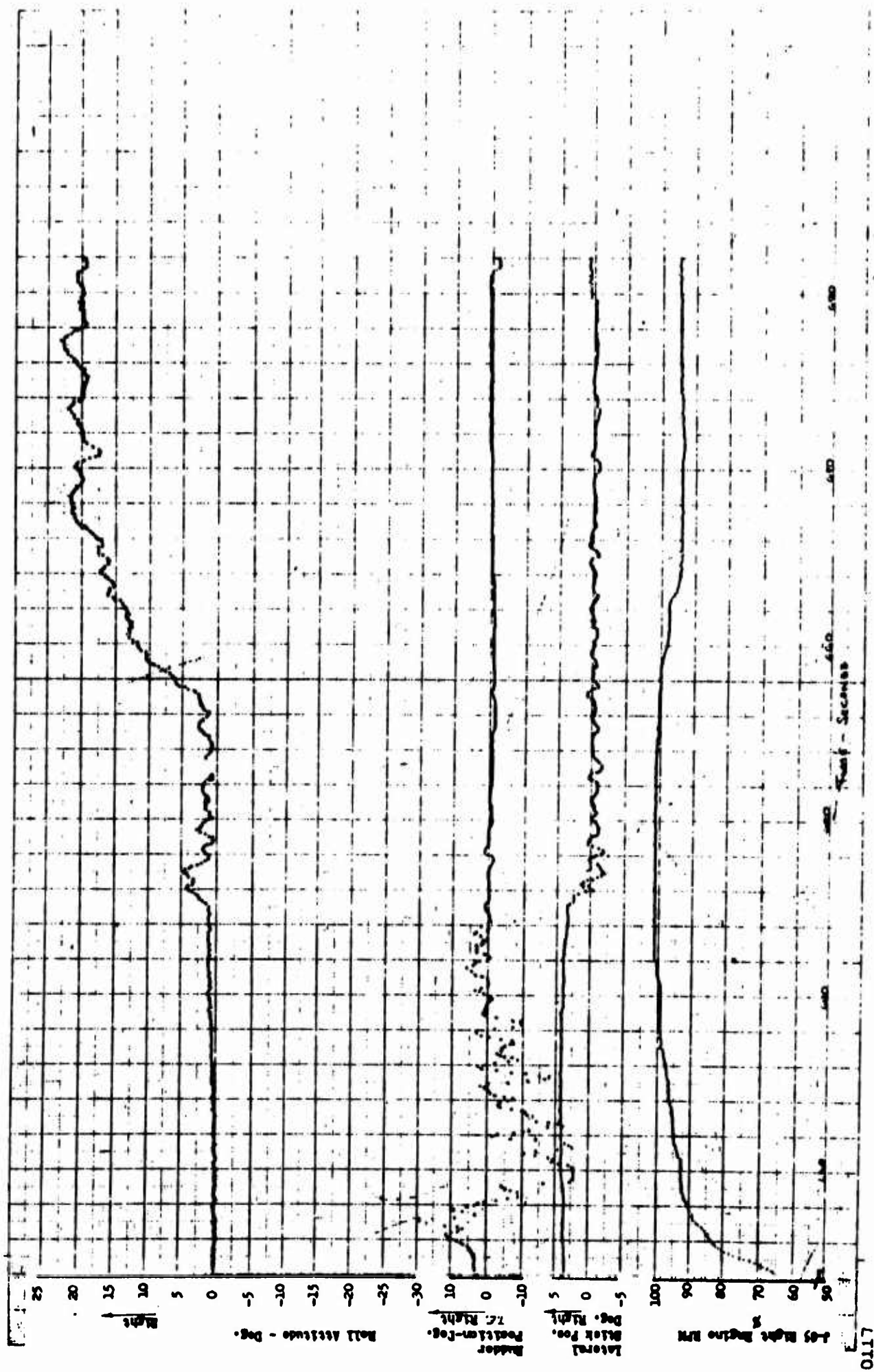
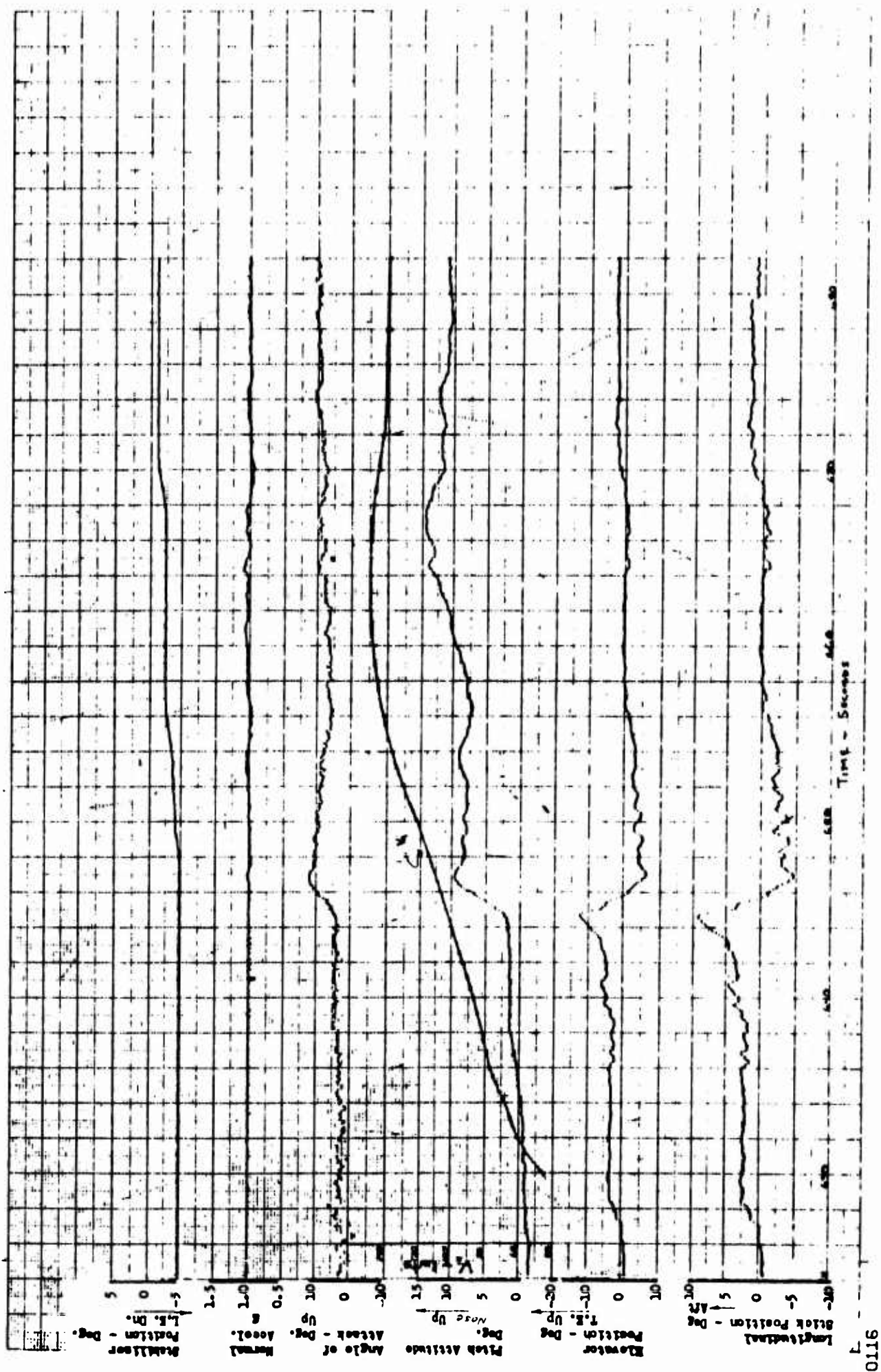


Figure A-140 Take-off with 15° Flaps, Lift-off Speed  $\approx$  98 Knots Indicated, Flaps Up at 130 Knots Indicated,  
A/C No. 62-4506, Test 5.0F, G.W.  $\approx$  11,140 Pounds, C.G. Position F.S. 242.9



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Figure 141 Take-off with 15° Flaps, Lift-off Speed  $\approx$  98 Knots Indicated, Flaps Up at 130 Knots Indicated, A/C No. 62-4506, Test 5.0F, G.W.  $\approx$  11,140 Pounds, C.G. Position F.S. 242.9



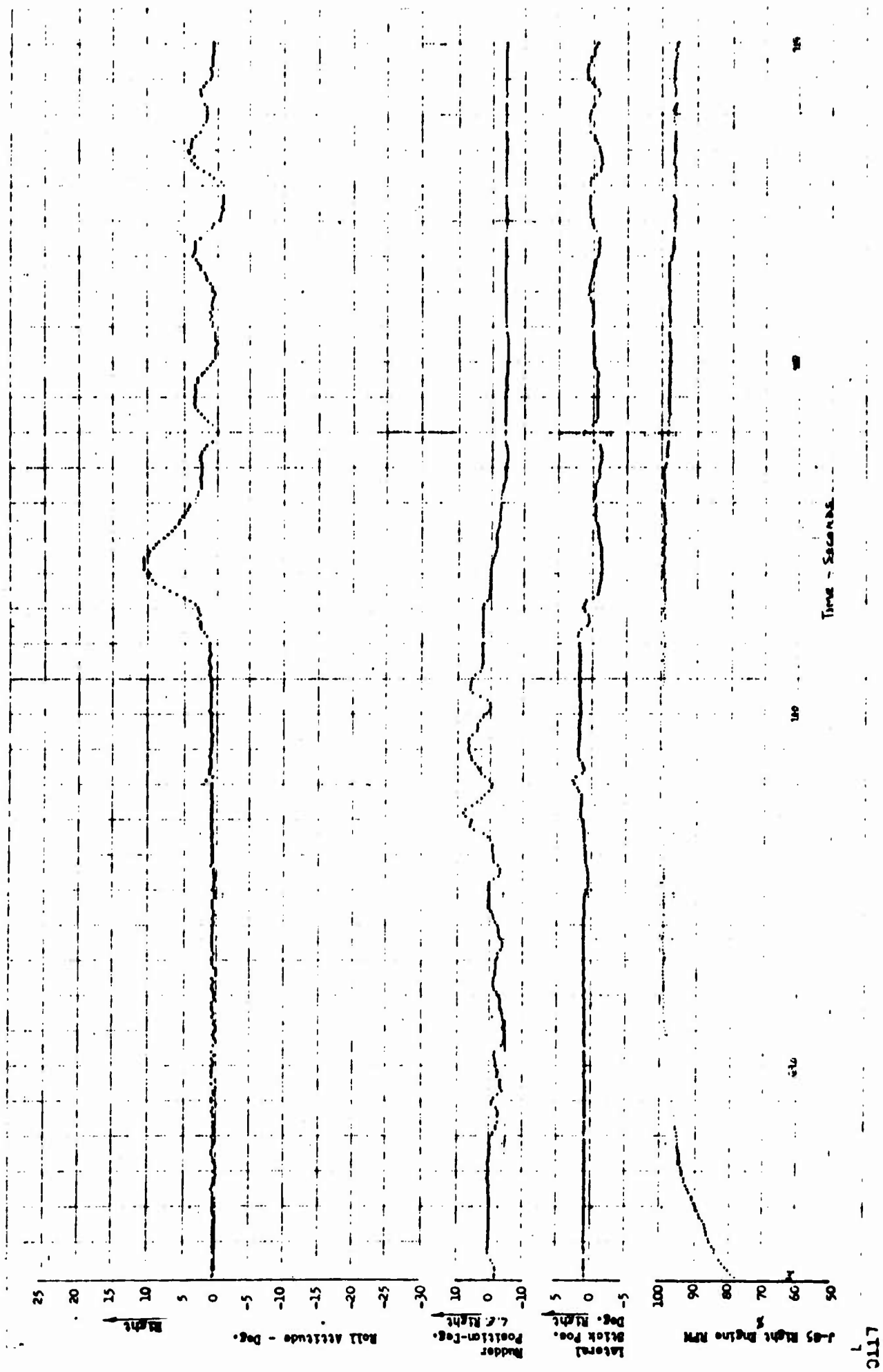


Figure A-142 Take-off with 30° Flaps, A/C No. 62-4506, Test 4.0F,G,W.  $\approx$  11,000 Pounds, C.G. Position F.S. 243.9

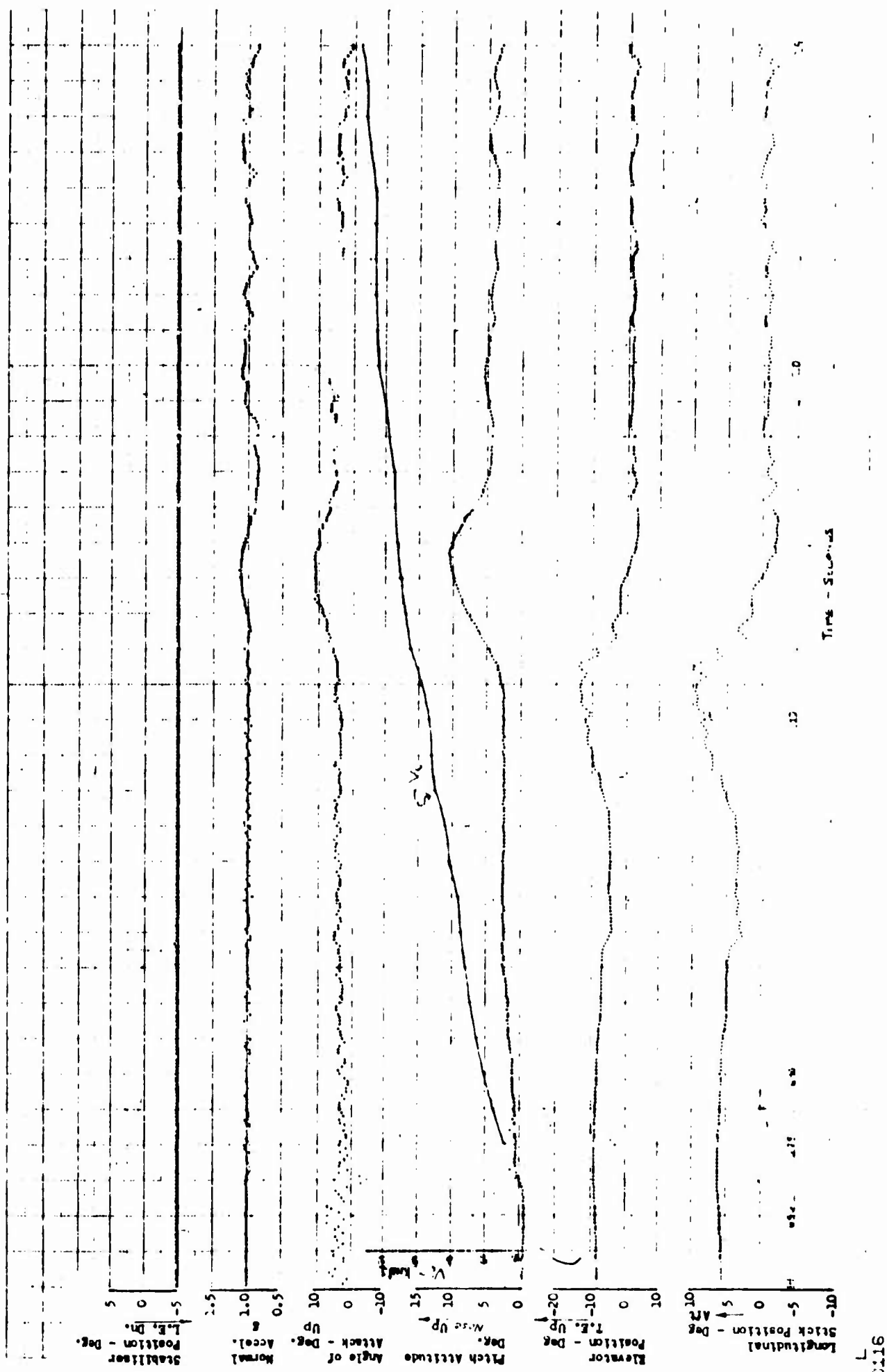


Figure A-143 Take-off with 30° Flaps, A/C No. 62-4506, Test 4.0F,G.W.  $\approx$  11,000 Pounds, C.G. Position F.S. 243.9

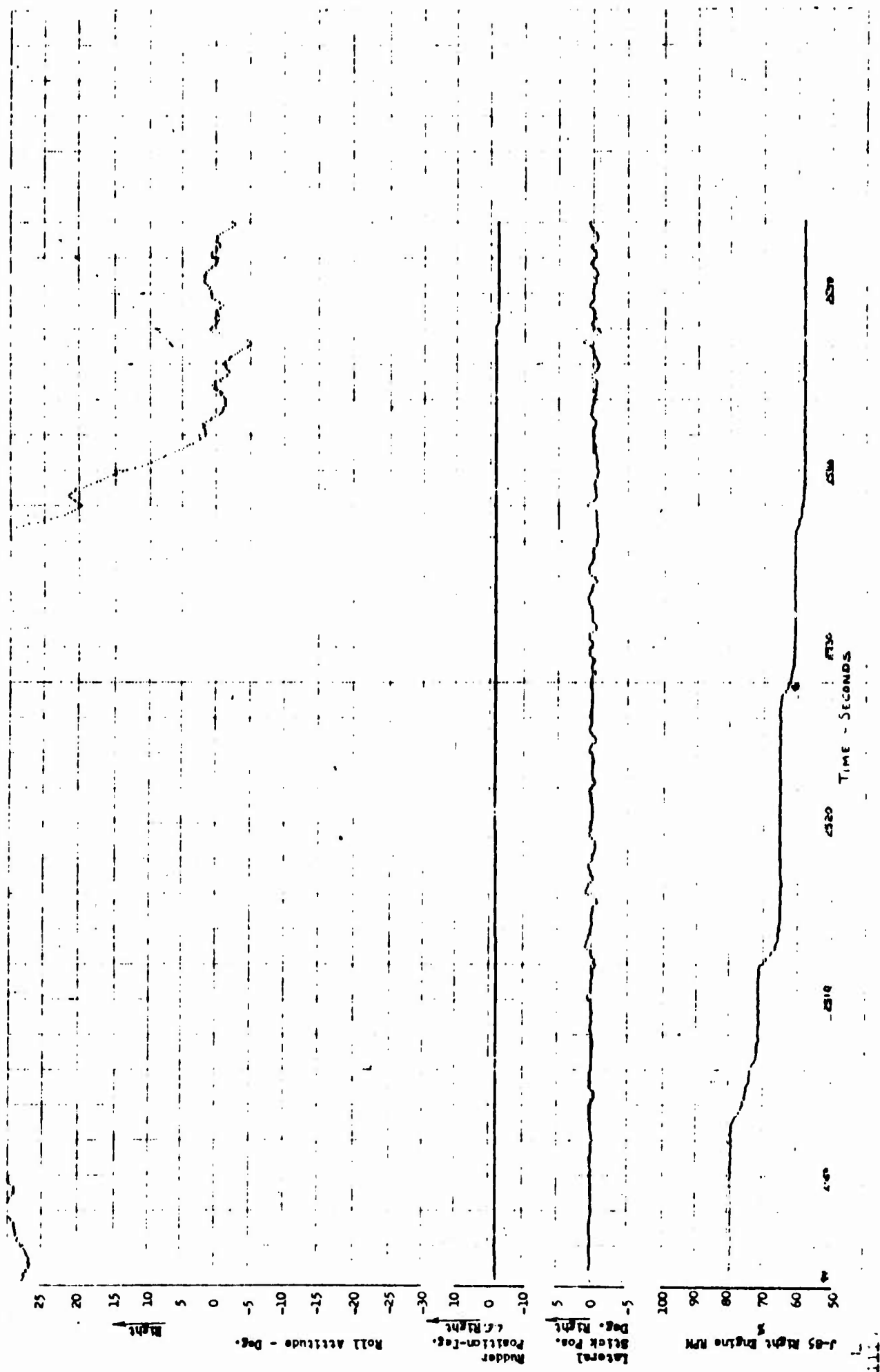


Figure A-144 Landing with 15° Flaps, A/C No. 62-4506, Test 5.0F, G.W.  $\approx$  9322 Pounds, C.G. Position F.S. 240.6

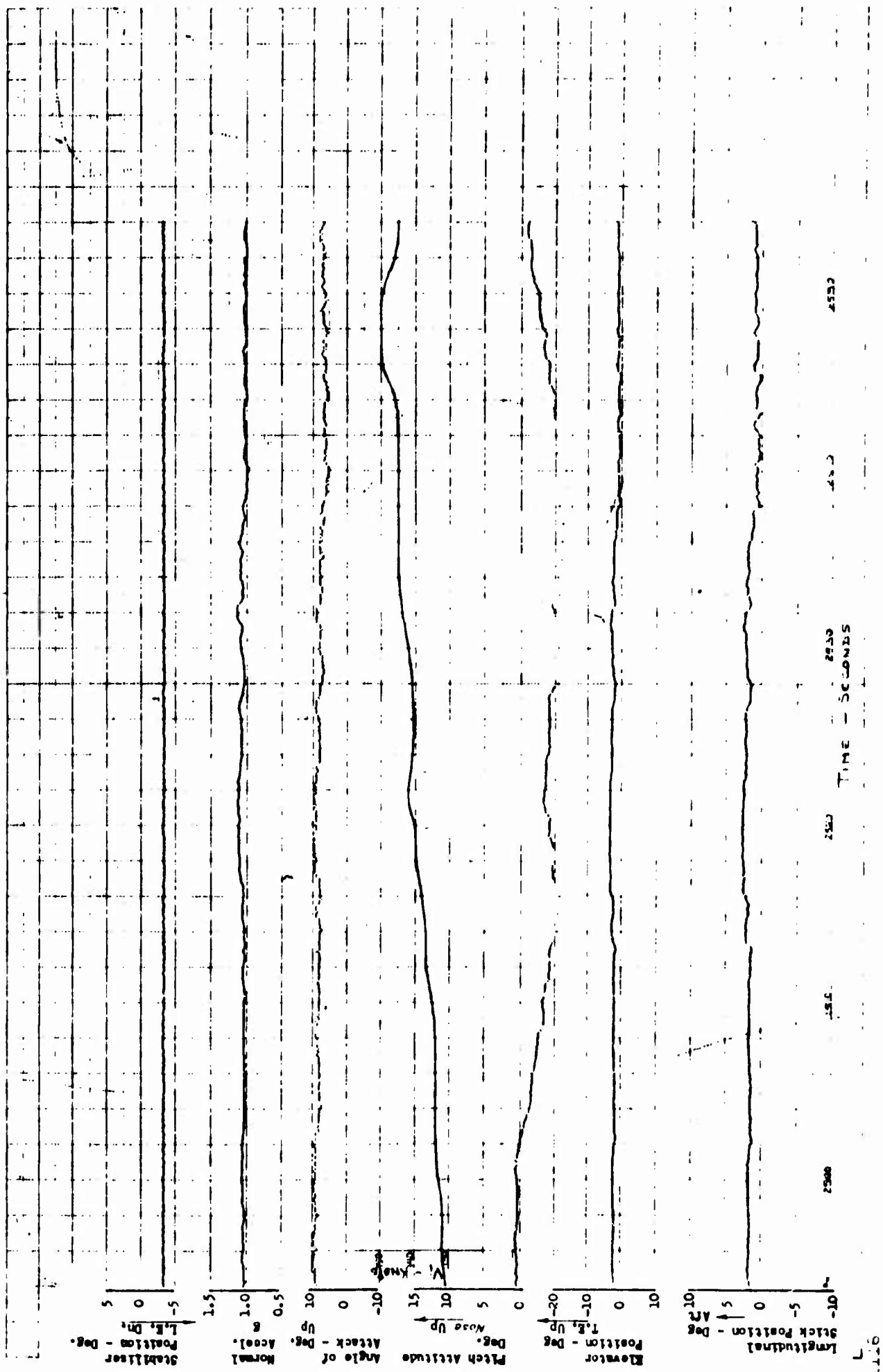
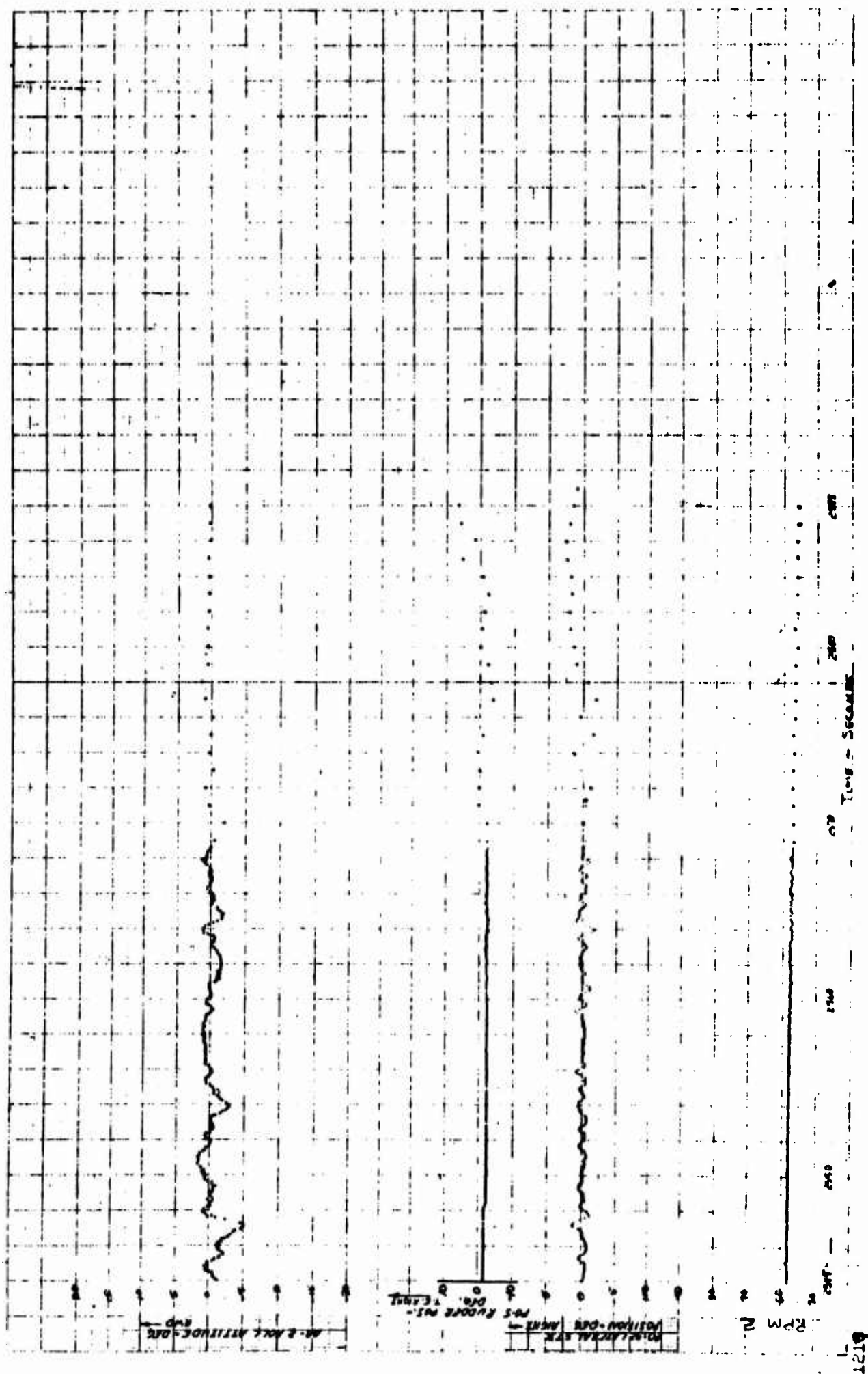
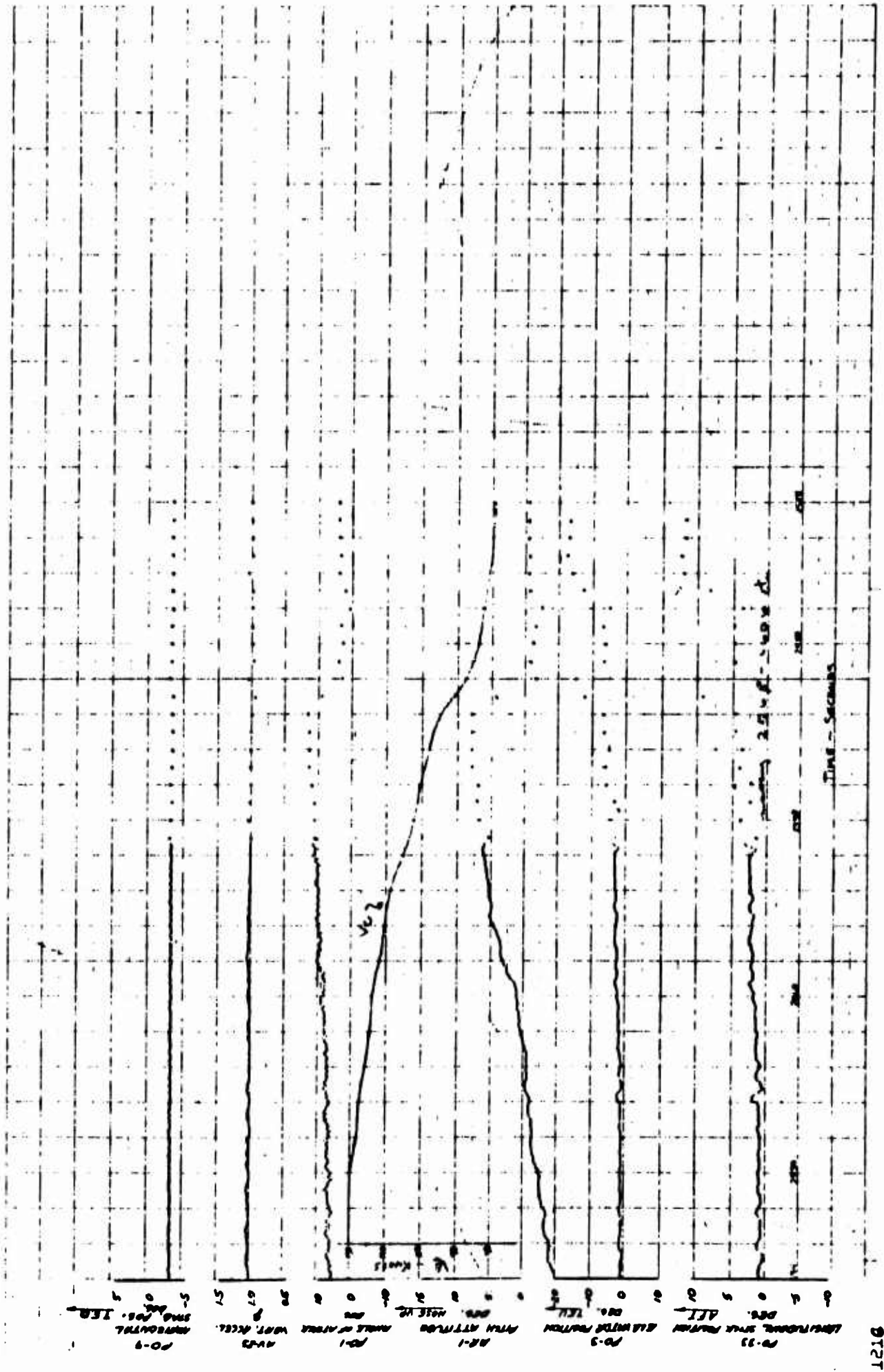


Figure A-145 Landing with 15° Flaps, A/C No. 62-4506, Test 5.0F, G.W.  $\approx$  9322 Pounds, C.G. Position F.S. 240.6







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Figure A-147 Landing with 15° Flaps, A/C No. 62-4506, Test 5.0F, G.W. ≈ 9322 Pounds, C.G. Position F.S. 240.6

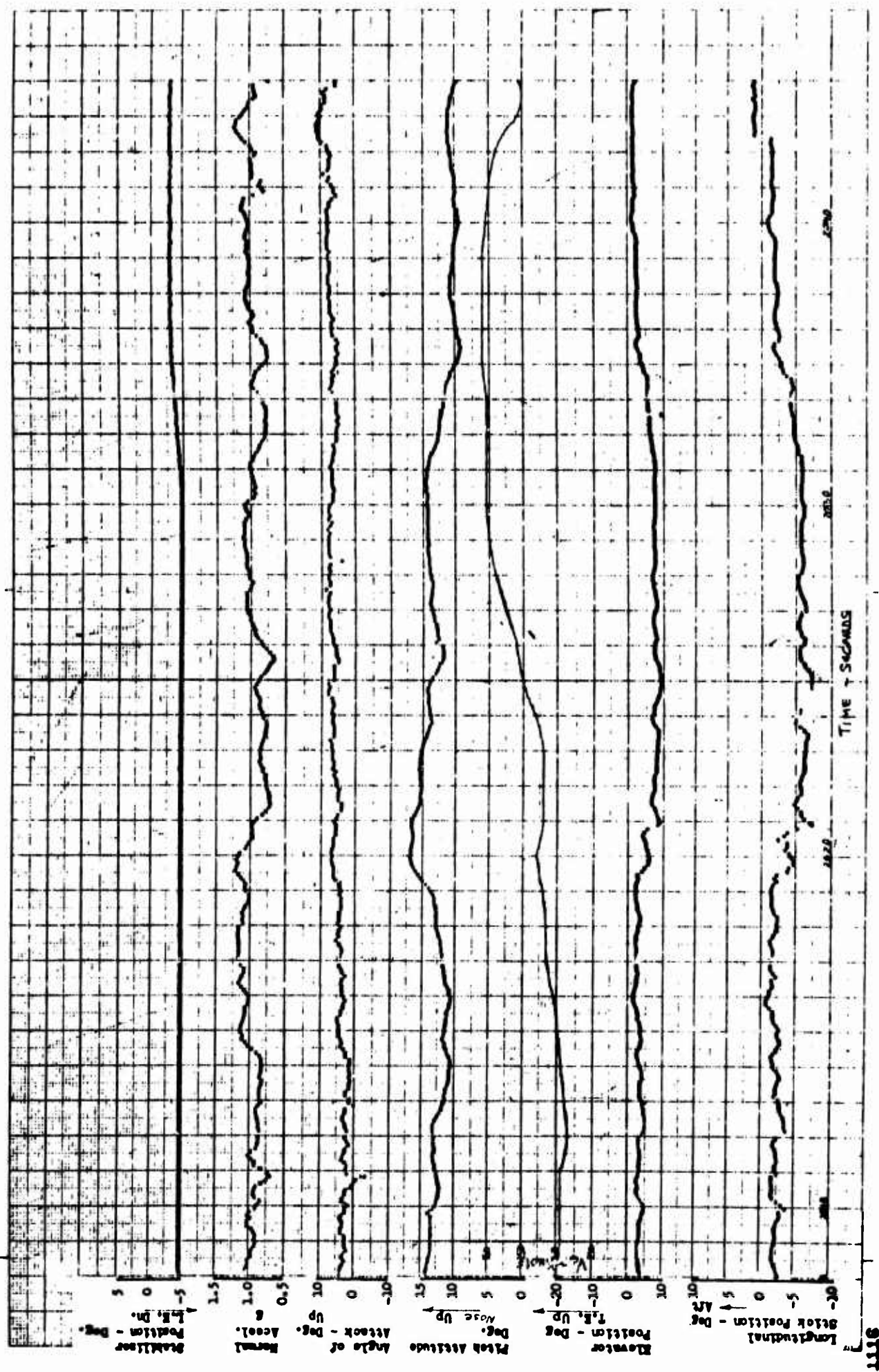


Figure A-148 Longitudinal Trim Change Flaps from  $30^\circ$  to  $0^\circ$  R/C Constant, A/C No. 62-4506, Test 4.0F,  
 $H_1 \approx 5000$  Feet,  $V_{1\text{Trim}} \approx 140$  Knots, G.W.  $\approx 10,095$  Pounds, C.G. Position F.S. 241.5



Figure A-149 Longitudinal Trim Change, Flaps 45°, Increase Power from Power Required for Level Flight to Maximum Power, Altitude Constant, A/C No. 62-4506, Test 4.0F,  $H_i \approx 5000$  Feet,  $V_{iTrim} \approx 110$  Knots, G.W.  $\approx 9920$  Pounds, C.G. Position F.S. 240.8



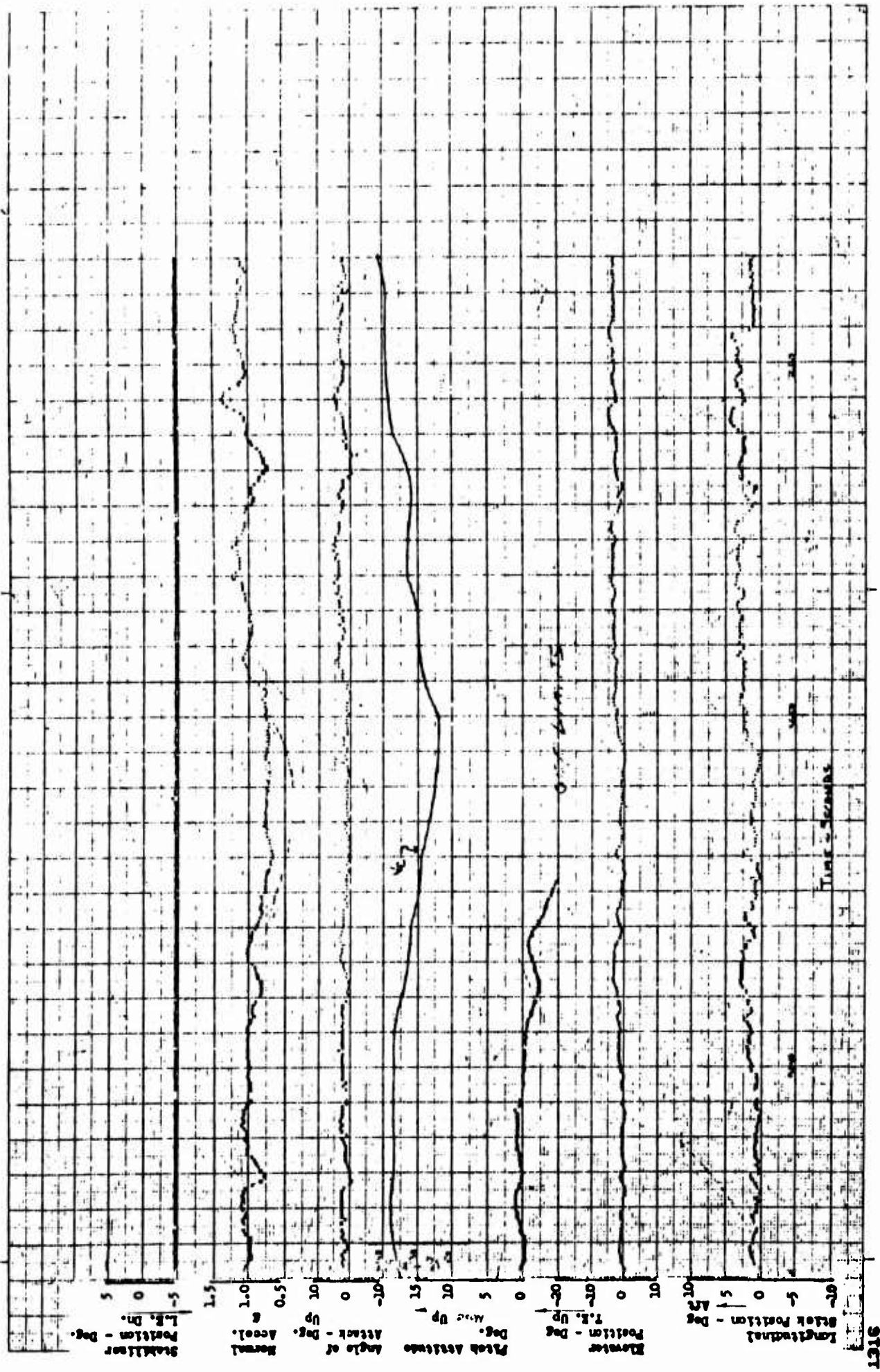


Figure A-150 Longitudinal Trim Change, Flaps 45°, Reduce Power from Power Required for Level Flight to Idle Power, Airspeed Constant, A/C No. 62-4506, Test 4.0F,  $H_i \approx 5000$  Feet,  $V_{iTrim} \approx 135$  Knots, G.W.  $\approx 9870$  Pounds, C.G. Position F.S. 240.6

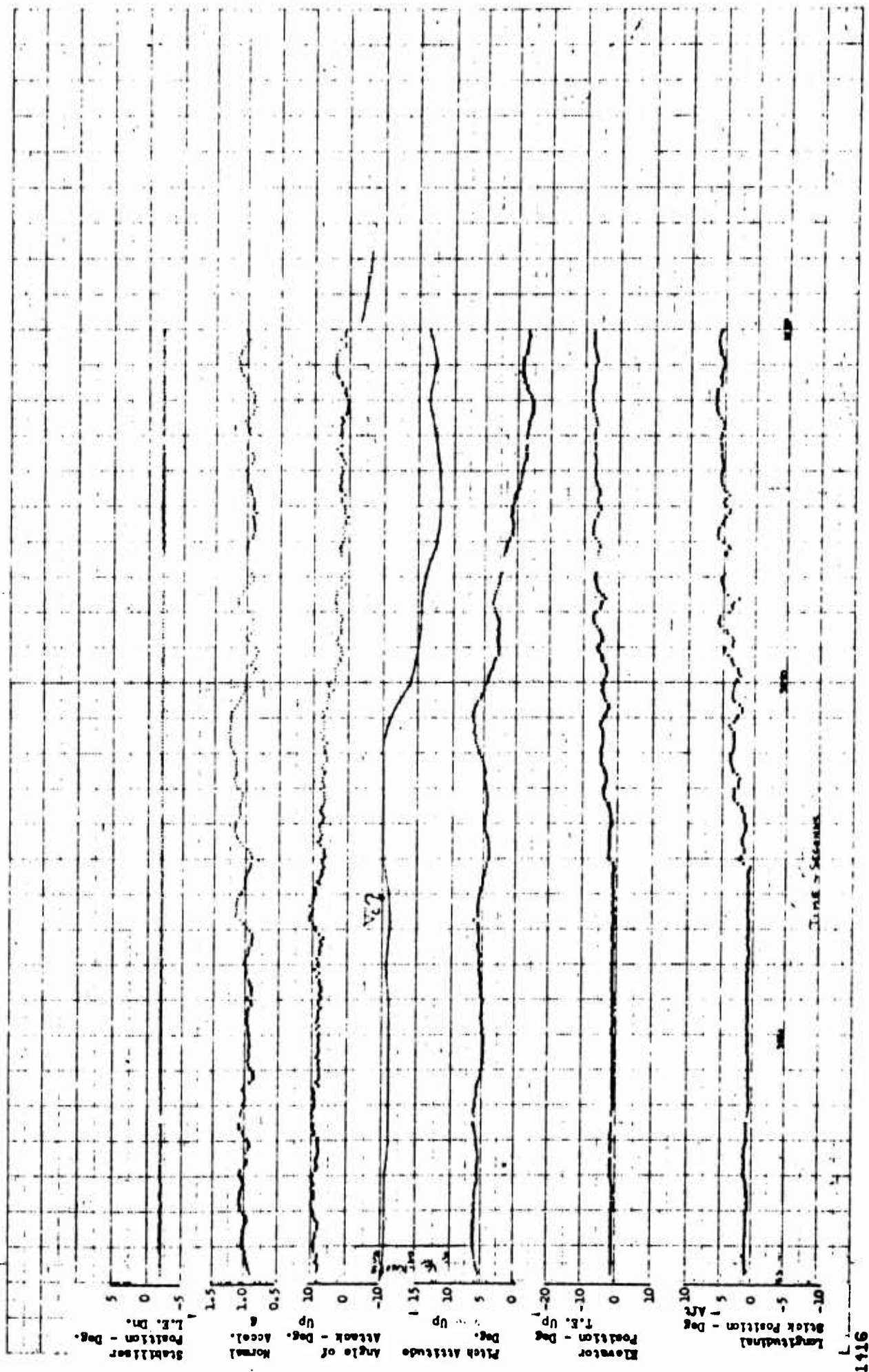


Figure A-151 Power Required for Level Flight Lower Flaps from  $0^\circ$  to  $45^\circ$ , Altitude Constant, A/C No. 62-4506, Test 4.0F,  $H_i \approx 10,000$  Feet,  $V_{iTrim} \approx 150$  Knots, G.W.  $\approx 9695$  Pounds, C.G. Position F.S. 240.5

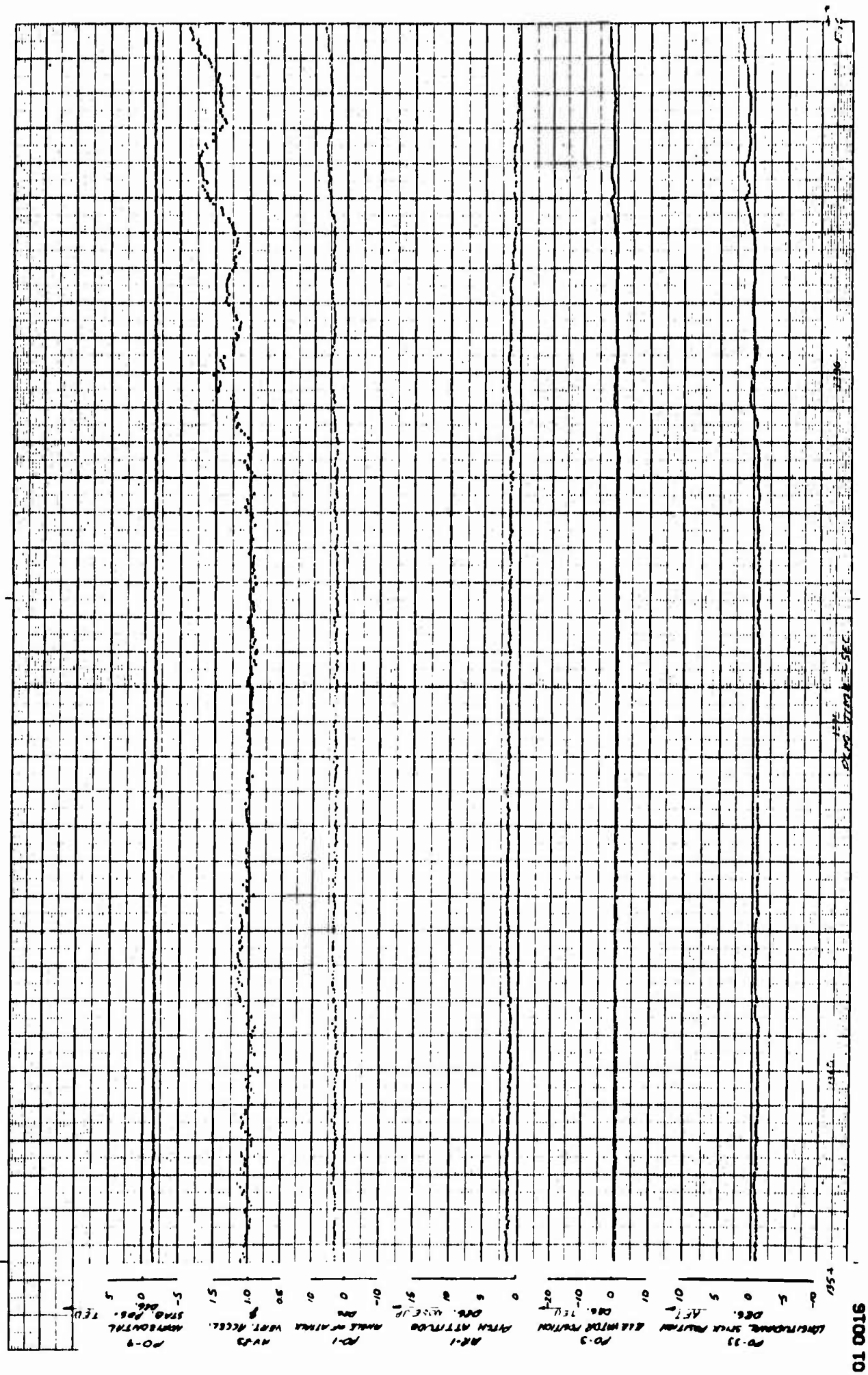


Figure A-152 Wind-up Turn to the Left, Maximum Normal Load Factor  $2.6 g^{'s}$ , A/C No. 62-4506, Test 79.0F,  
 $H_i \approx 8200$  Feet,  $V_i \approx 220$  Knots, G.W.  $\approx 11,200$  Pounds, C.G. Position F.S. 243.0,  
 Configuration: C R



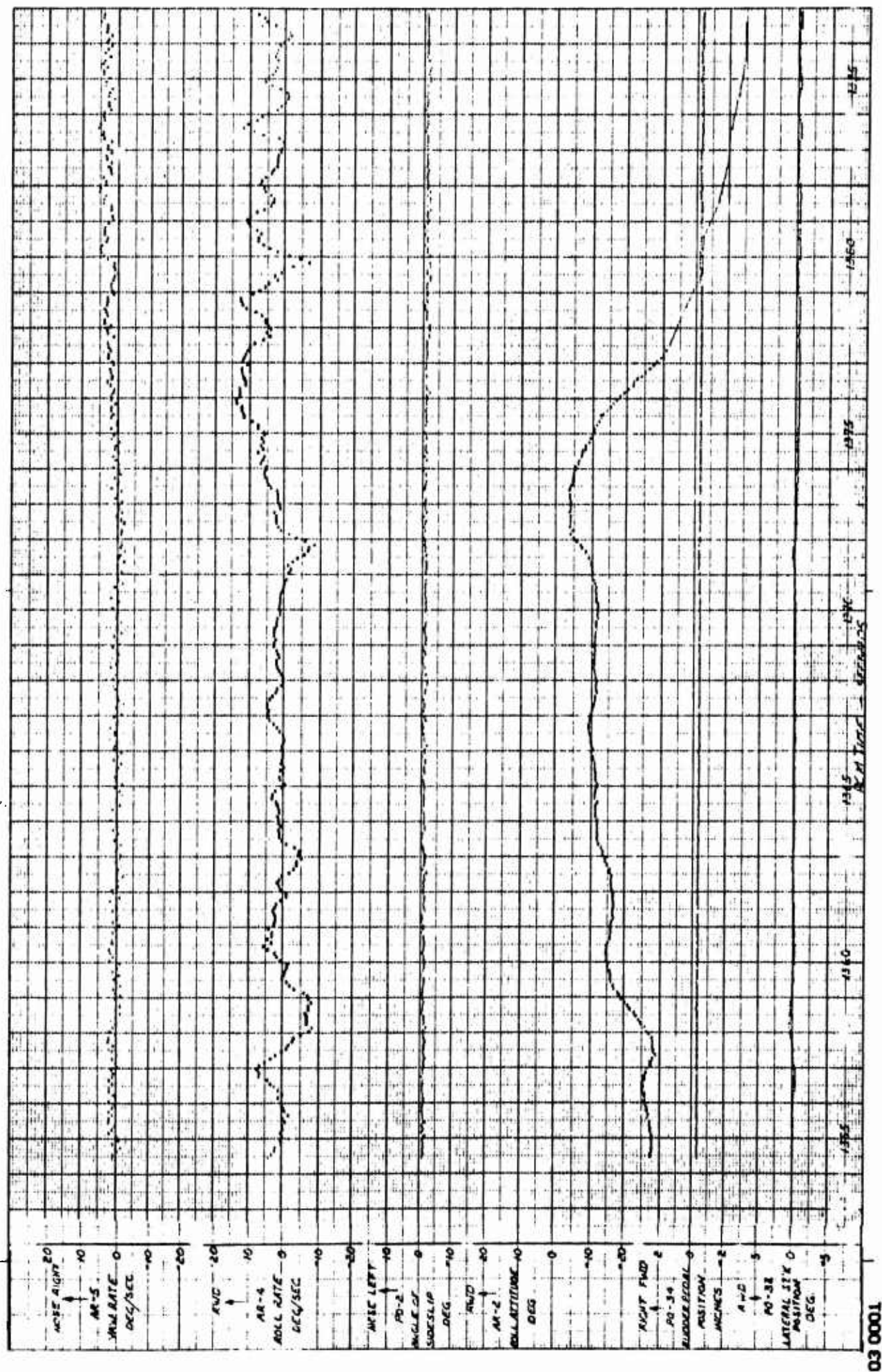
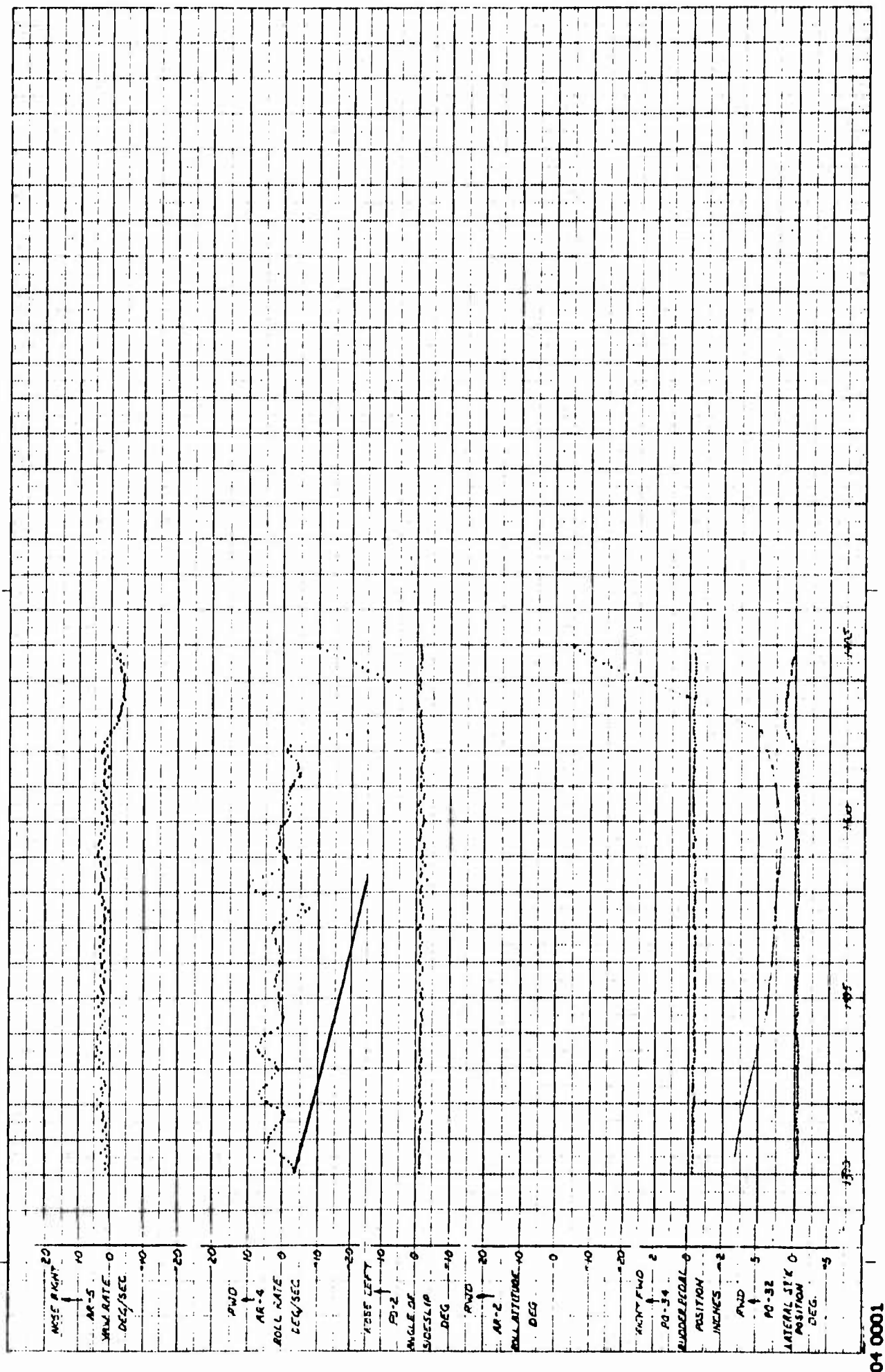


Figure A-153 Wind-up Turn to the Left, Maximum Normal Load Factor 2.6 g's, A/C No. 62-4506, Test 79.0F,  $H_i \approx 8200$  Feet,  $V_i \approx 220$  Knots, G.W.  $\approx 11,200$  Pounds, C.G. Position F.S. 243.0, Configuration: C R







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Figure A-155 Wind-up Turn to the Left, Maximum Normal Load Factor 2.6g's, A/C No. 62-4506, Test 79.0F  
 $H_i \approx 8200$  Feet,  $V_i \approx 220$  Knots, G.W.  $\approx 11,200$  Pounds, C.G. Position F.S. 243.0,  
 Configuration: C R

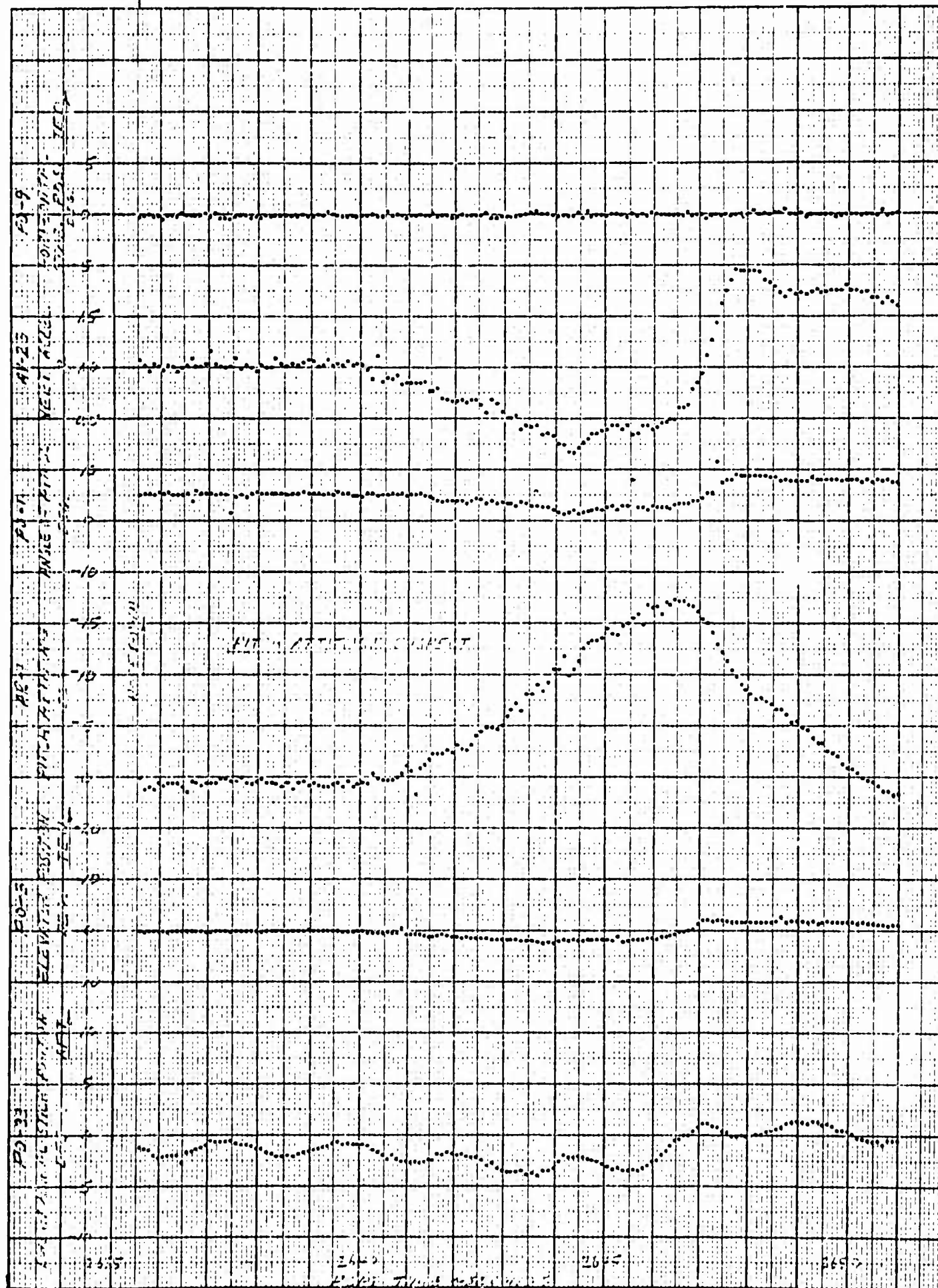
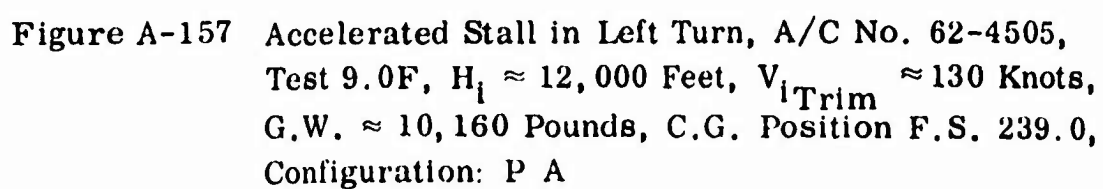


Figure A-156 Push Over to Normal Load Factor of  $0.5g^{1/2}$ ,  
A/C No. 62-4505, Test 9.0F,  $H_1 \approx 12,000$  Feet,  
 $V_{iTrim} \approx 220$  Knots, G.W.  $\approx 11,105$  Pounds, C.G.  
Position F.S. 243.0, Configuration: C R





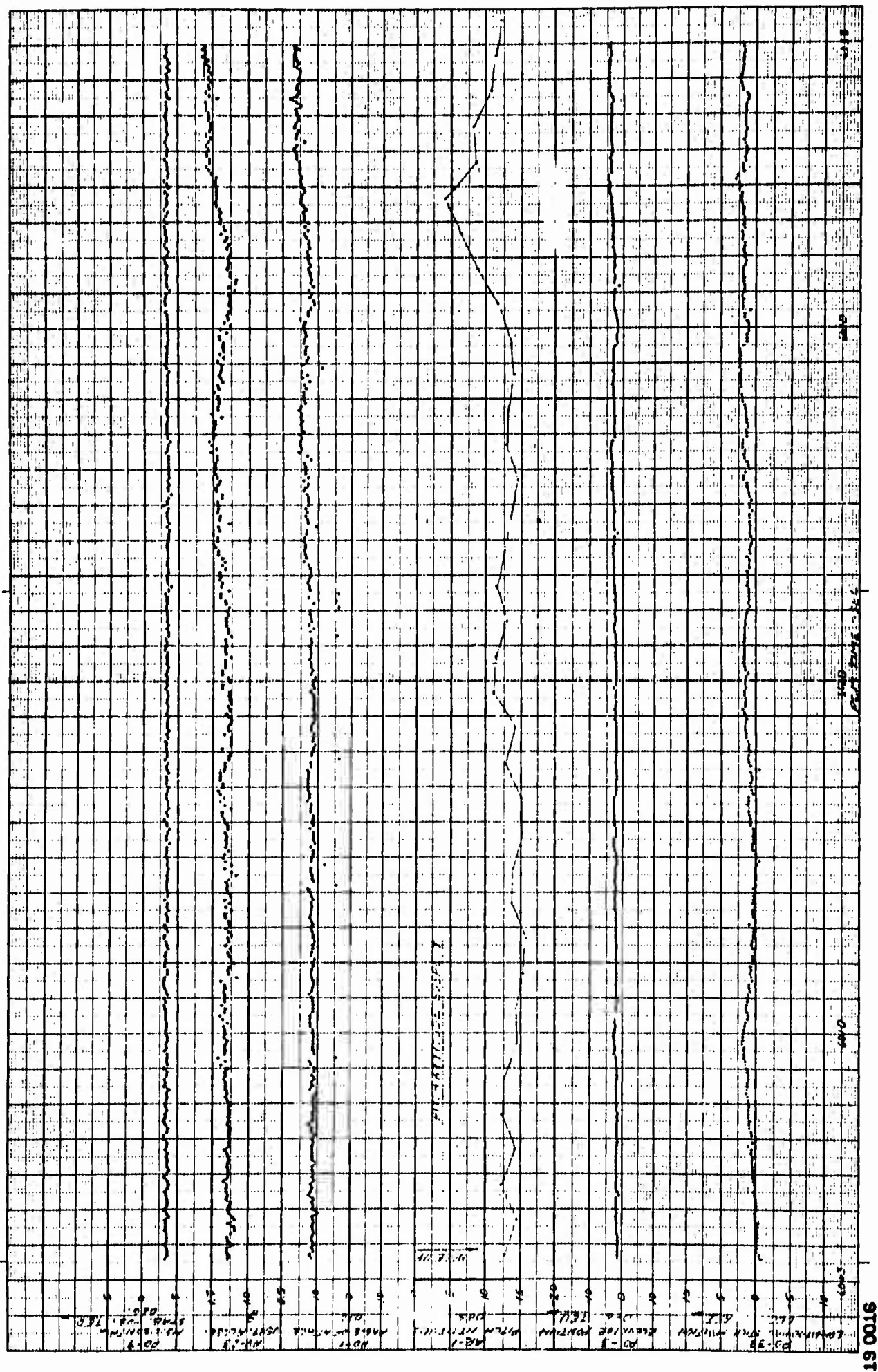
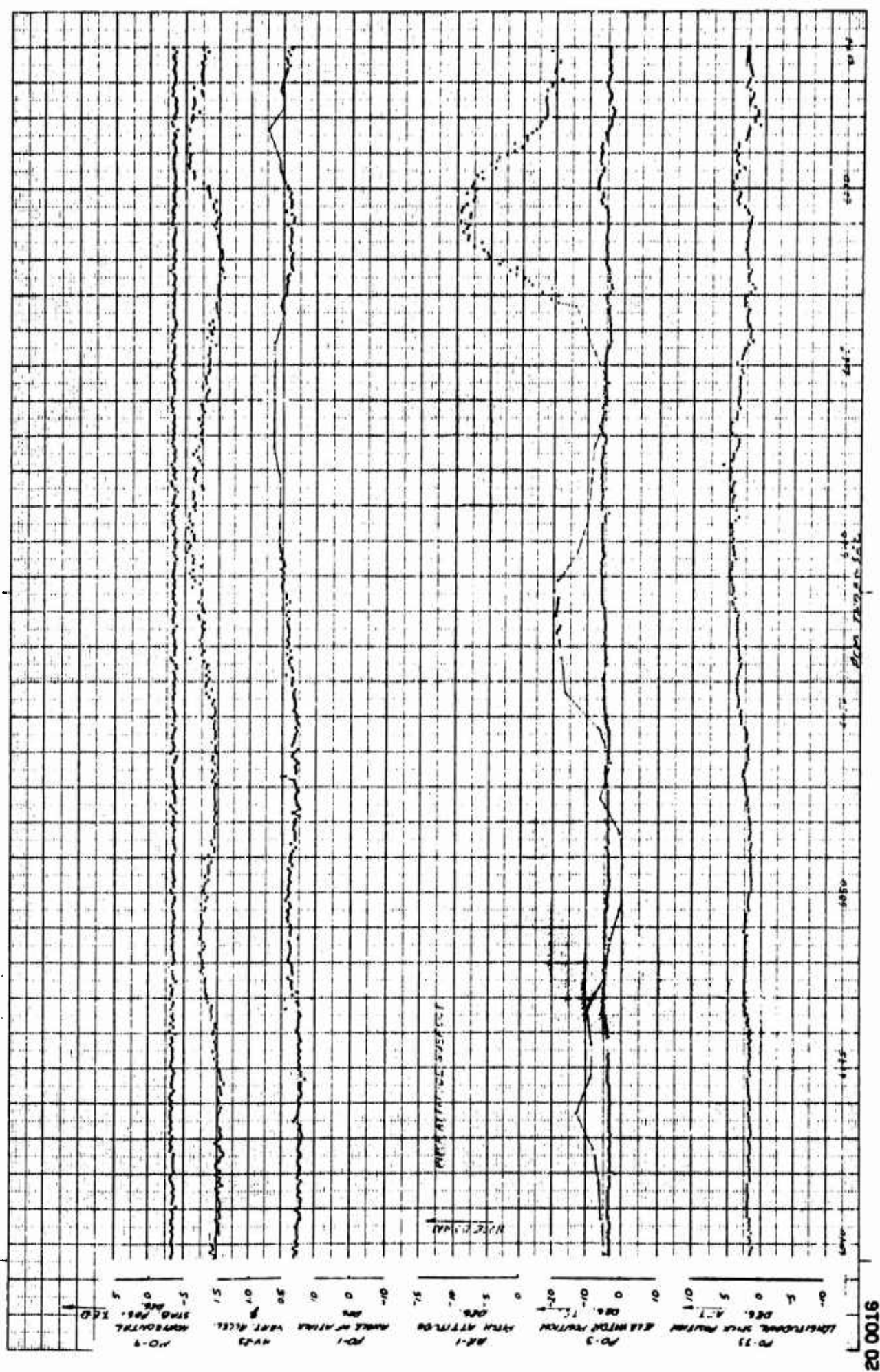


Figure A-158 Accelerated Stall in Left Turn, A/C No. 62-4505, Test 9.0F,  $H_i \approx 12,000$  Feet,  $V_{iTrim} \approx 130$  Knots, G.W.  $\approx 10,100$  Pounds, C.G. Position F.S. 238.9, Configuration: P A



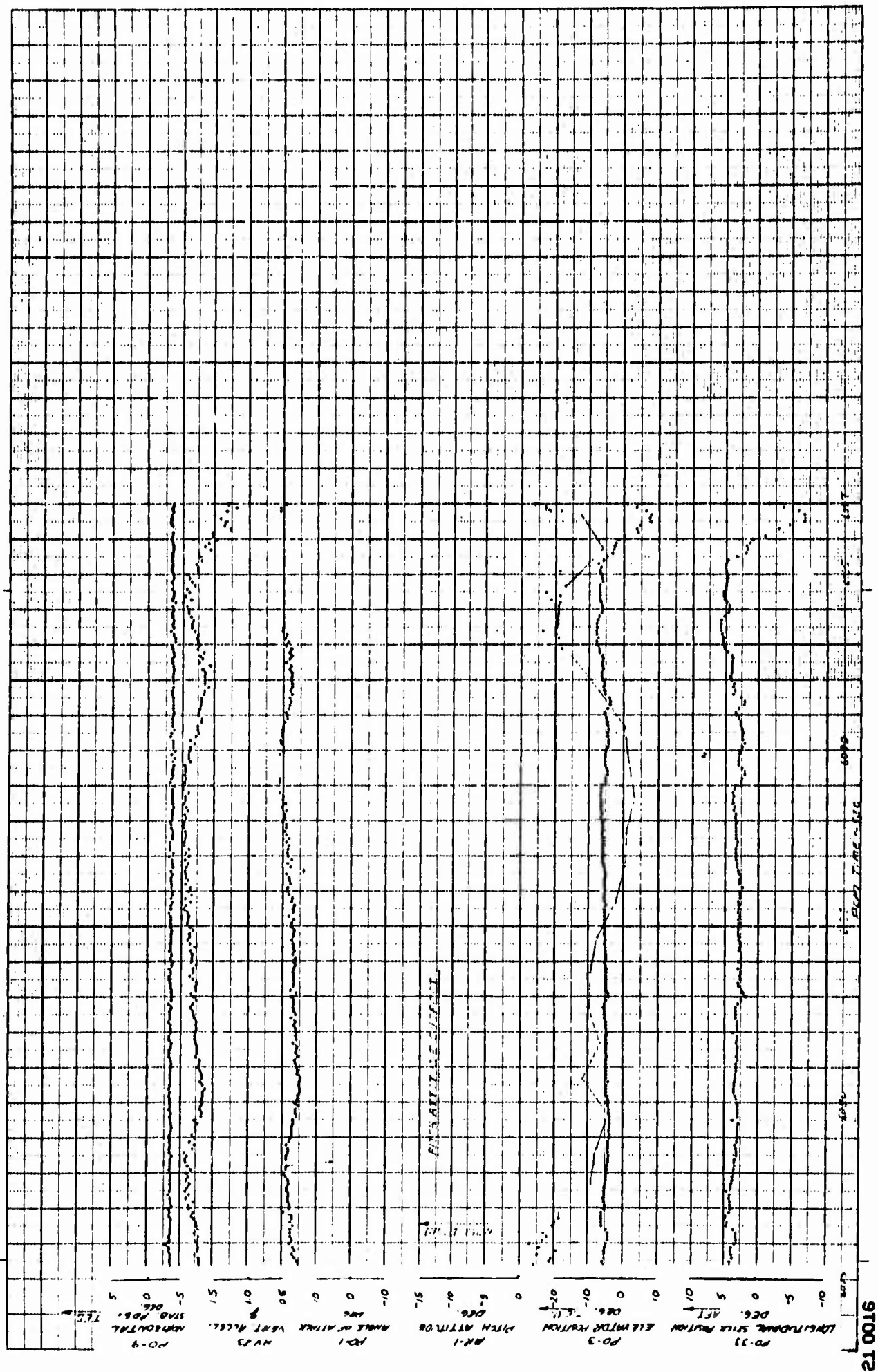


Figure A-160 Accelerated Stall in Left Turn, A/C No. 62-4505, Test 9.0F,  $H_i \approx 12,000$  Feet,  $V_{iTrim} \approx 130$  Knots, G.W.  $\approx 10,100$  Pounds, C.G. Position F.S. 238.9, Configuration: P A

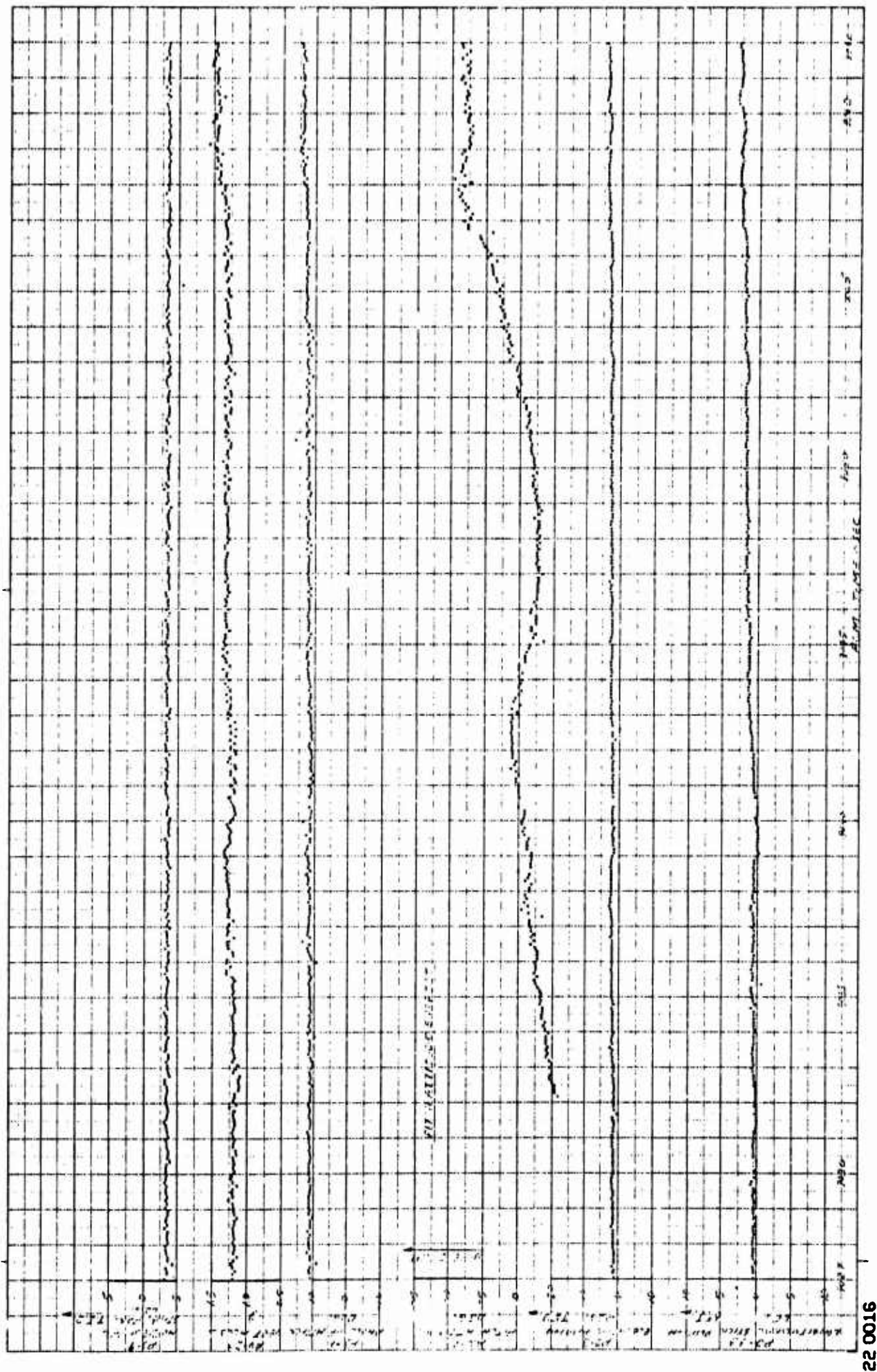


Figure A-161 Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F,  $H_i \approx 12,000$  Feet,  $V_{iTrim} \approx 130$  Knots, G.W.  $\approx 10,020$  Pounds, C.G. Position F.S. 238.8, Configuration: P A



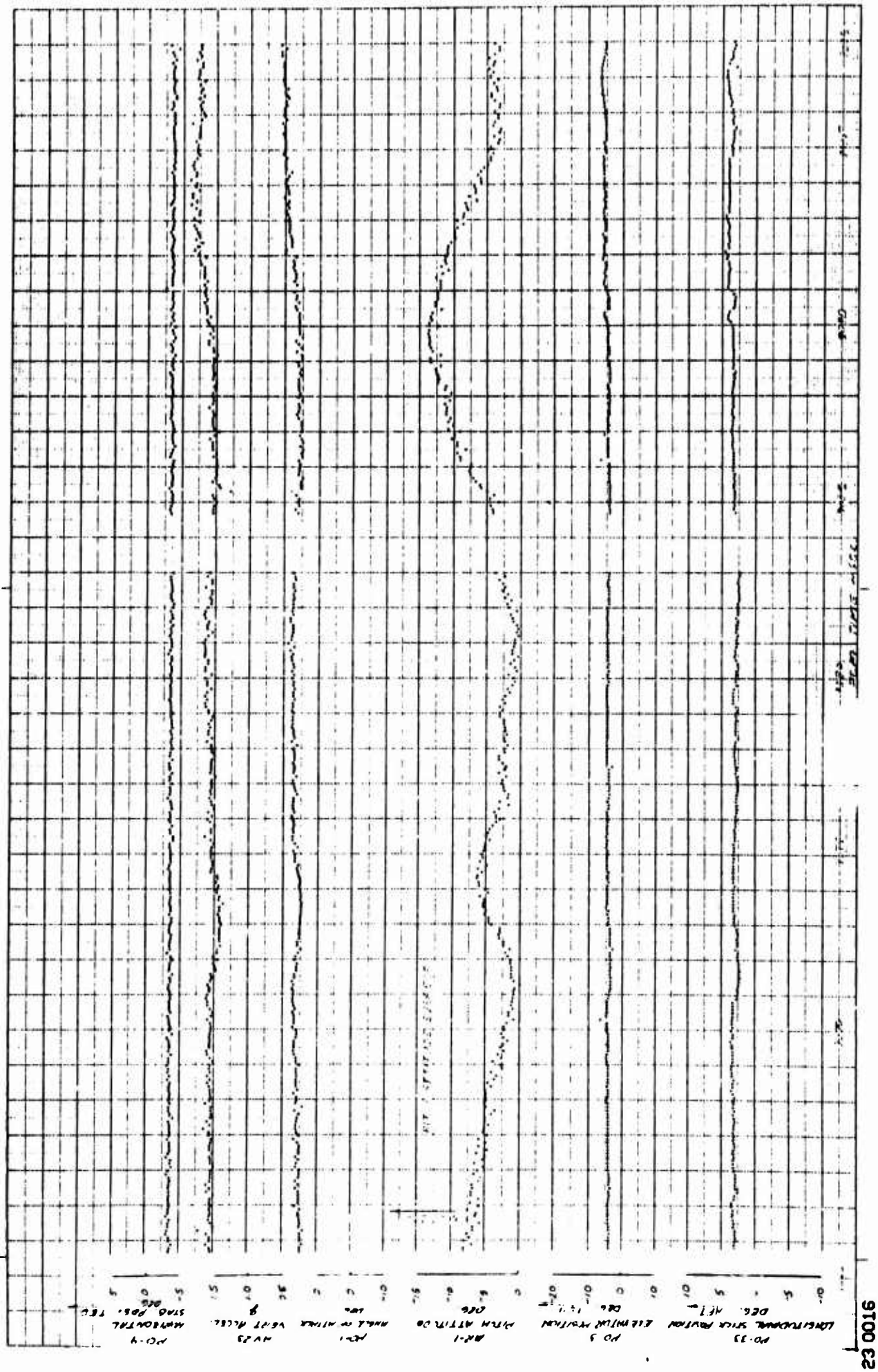


Figure A-162 Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F,  $H_i \approx 12,000$  Feet,  $V_{iTrim} \approx 130$  Knots, G.W.  $\approx 10,020$  Pounds, C.G. Position F.S. 238.8, Configuration: P A

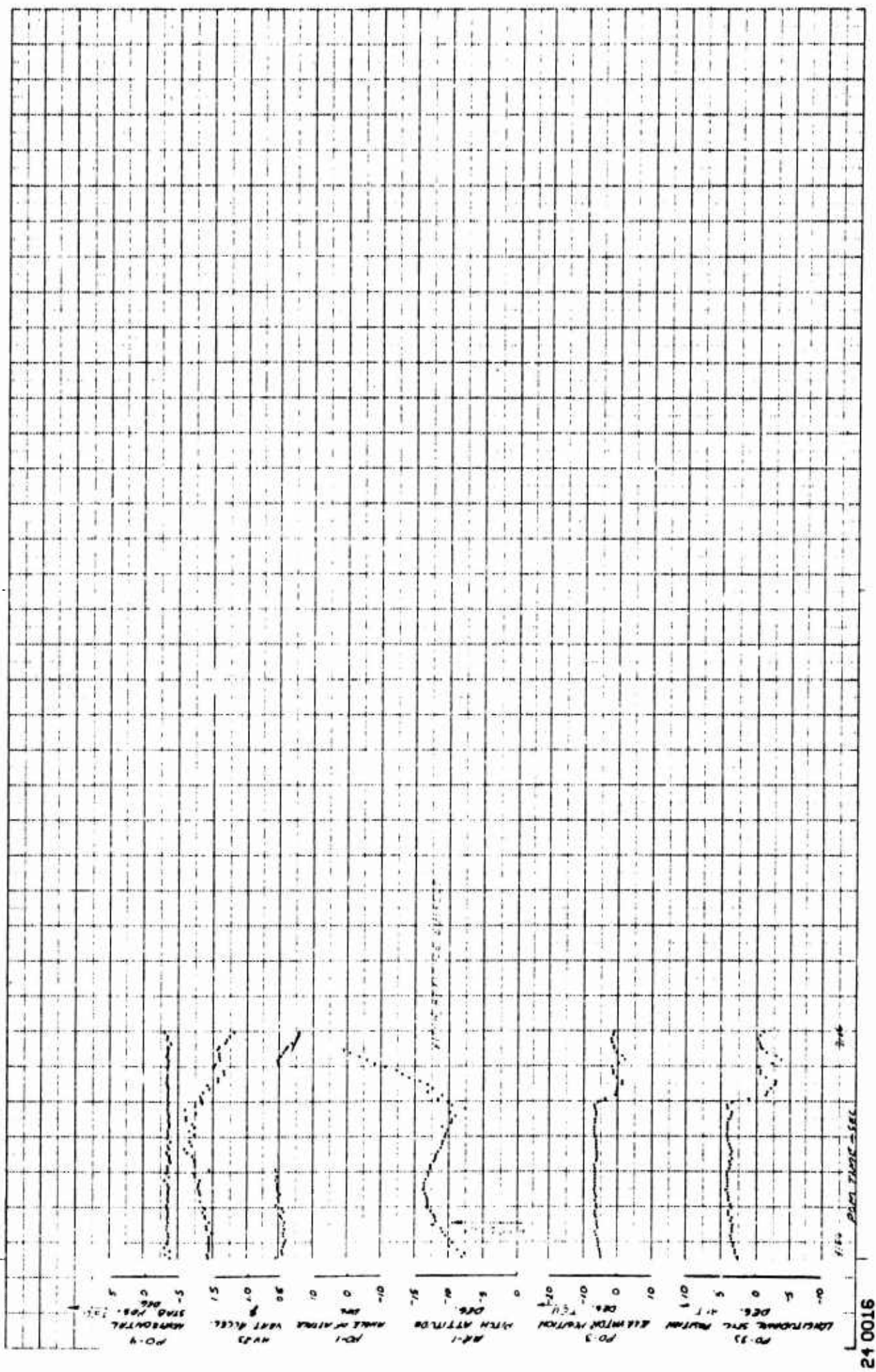


Figure A-163 Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F,  $H_i \approx 12,000$ ,  $V_{iTrim} \approx 130$  Knots, G.W.  $\approx 10,020$  Pounds, C.G. Position F.S. 238.8, Configuration: P A

**Figure A-164 Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F,  $H_i \approx 13,500$  Feet,  $V_{iTrim} \approx 130$  Knots, G.W.  $\approx 9800$  Pounds, C.G. Position F.S. 238.7, Configuration: L**

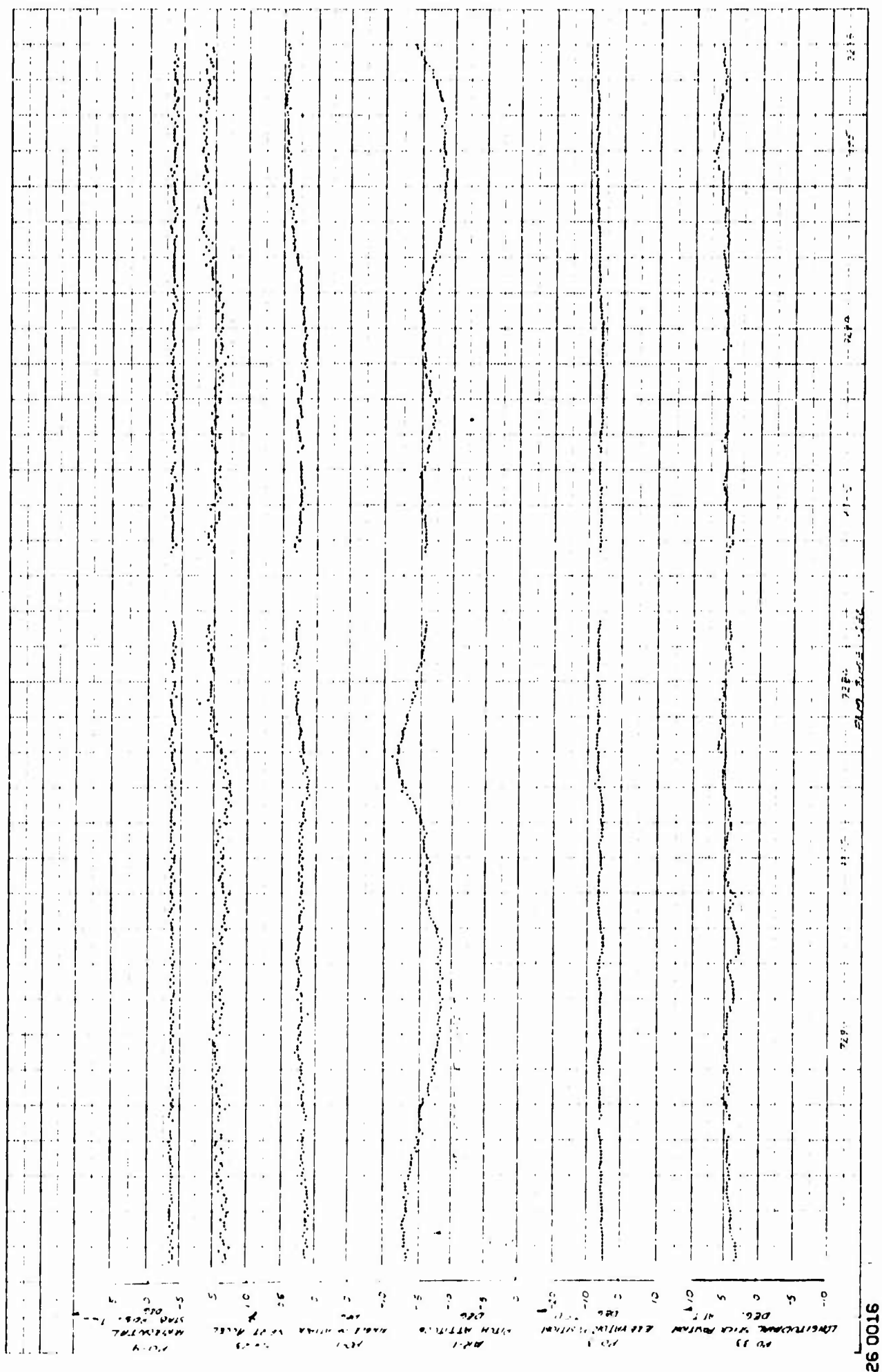


Figure A-165 Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F,  $H_i \approx 13,000$  Feet,  $V_{iTrim} \approx 130$  Knots, G.W.  $\approx 9800$  Pounds, C.G. Position F.S. 238.7, Configuration: L



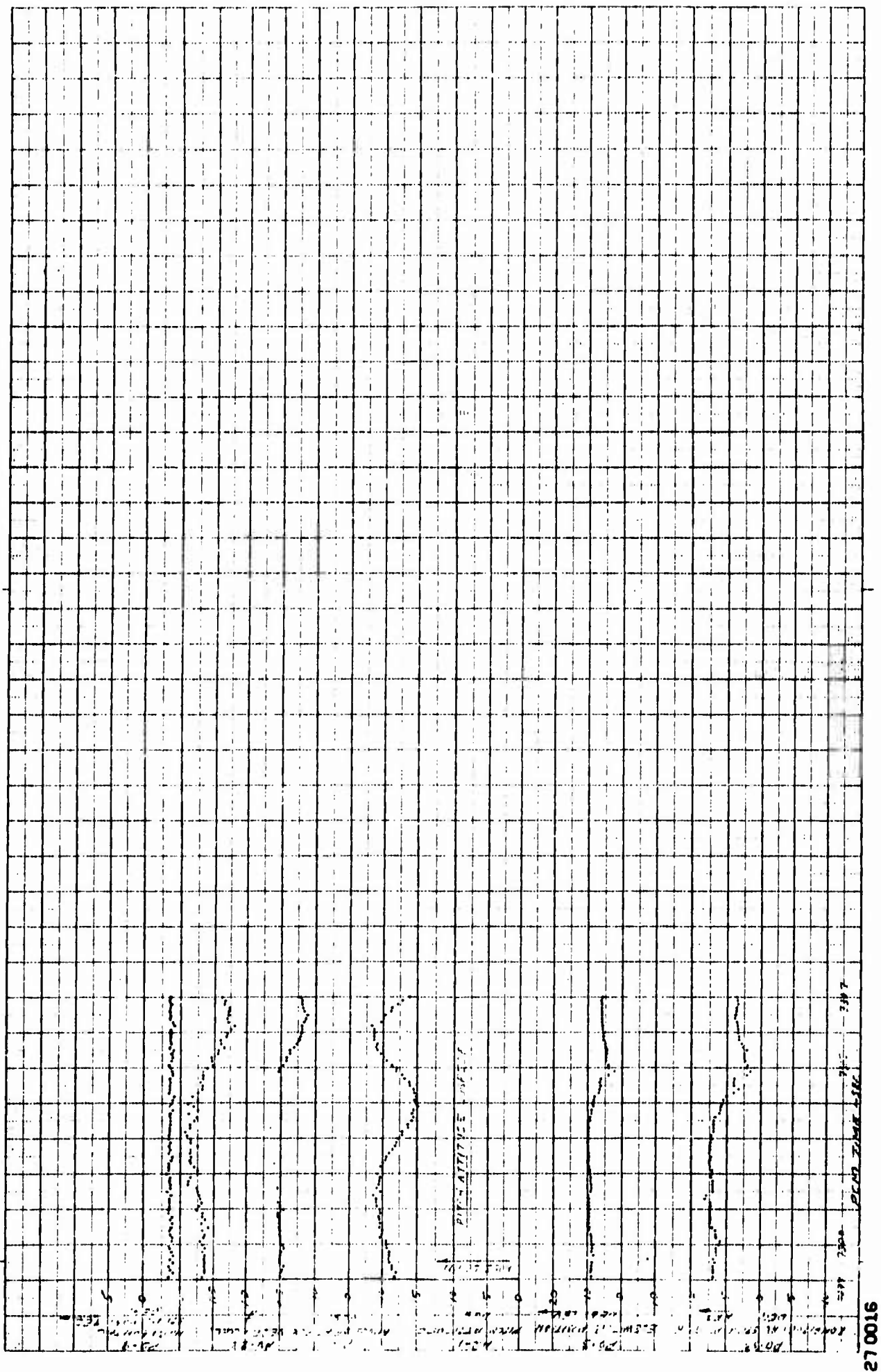


Figure A-166 Accelerated Stall in Right Turn, A/C No. 62-4505, Test 9.0F,  $H_i \approx 13,000$  Feet,  $V_{iTrim} \approx 130$  Knots, G.W.  $\approx 9800$  Pounds, C.G. Position F.S. 238.7, Configuration: L